

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.

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### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week. For the first issue in the month we should receive copy by Friday Morning of the week preceding.

### Buying Bessemer Ores in North Carolina.

A letter to the Manufacturers' Record from Jefferson, N. C., says:

The Pennsylvania Steel Co. has at last succeeded in securing all the Bessemer iron ores in Ashe county in what is known as the Ballou section. The company has contracts on fifteen miles of the very finest magnetic ores, said by experts to be the largest and richest deposits of Bessemer ore in the South. It is understood that the Norfolk & Western Railroad engineers are now surveying a line from Gossam, Va., to these deposits.

### Jacksonville.

Again the country has its sympathy aroused for a Southern community visited by great disaster. Again the country is expressing its sympathy in a practical manner. The fire at Jacksonville, destroying from \$12,000,000 to \$15,000,000 worth of property and rendering thousands of persons temporarily homeless, brought loss upon the very element in the community who otherwise might be expected to give aid to those persons requiring immediate assistance. With the magnificent spirit characteristic of the progressive South, the merchants, bankers and civic authorities of Jacksonville have promptly prepared to meet the emergency as best they may, in spite of the prostration of business and their tremendous aggregate loss. Still, it is recognized that they are powerless of themselves to meet the emergency, in spite of their energy and vigor and of their pride in the Florida metropolis, and help is being forwarded as rapidly as business organizations and individuals in many cities of the country may find opportunity. Not a thought has been given for a moment at Jacksonville or anywhere else to the notion that the city will not recover from its blow, and recover rapidly. Jacksonville is a Southern city, and sad fate in recent years has given Southern cities the chance to show what magnificent stuff they are made of, and other cities

in the country the chance to strengthen the national community of interests.

### South American Trade.

While the mind of America is occupied largely with the trade possibilities of the East, Germany, also interested in that quarter of the globe, seems to be availing itself of every opportunity to strengthen its commercial position in the Latin Americas, lying close at our doors. At Berlin there is published a journal devoted exclusively to the furthering of German interests in Central and South America. In one issue recently it published four items bearing upon the subject. One was the report of an address before the Central Society for Commercial Geography on the industrial problems of Germany in Brazil. The speaker suggested as the three important industrial problems which should interest German enterprise and capital, the opening and colonization of the middle and upper Amazon valley, the establishment of lines of river steamers on the Amazon and its tributaries above Manaus, and the building of a railway along the coast from Pernambuco to Rio de Janeiro. He intimated that Germany was not holding its own in trade with Brazil. This suggestion was controverted by the president of the society, who pointed out that as long as Bremen was the principal tobacco market and Hamburg the principal coffee market of Central Europe there could be no danger of a falling off of Germany's trade with Brazil, and that German steamship lines, five in number, with between ninety and one hundred vessels, occupy such a strong position in South American traffic that the North American commercial fleet is unable to enter into competition with them. Furthermore, he said, in the Central provinces, and especially in the South, more than 240,000 German colonists were already settled, and the German commercial spirit had completely driven out the English. Other items in the paper dealt with the cessation of a competitive struggle between German steamship lines to South American ports, the declaration of a dividend of 10 per cent. for 1900 by the Hamburg-South American Steamship Co. as an evidence of the value and importance of the South American market, and an item dealing with railway development in the State of Sao Paulo, one of the centers of German colonization in Southern Brazil.

Nearly fifty years ago progressive Southerners were agitating vigorously for measures that would tend to strengthen the commercial ties between the United States and Brazil, an exploration of the Amazon valley being one of the principal measures suggested. It does seem as though those early hopes will never be realized unless the commercial community of the United States takes prompt steps to regain the opportunities which once naturally belonged to it. As Vice-Consul-General Murphy of Frankfort, who

calls attention to the activity of German interests in South America, says, markets cannot be won or held in these days of keen international trade competition by mere geographical advantages and political sympathies. His advice that the spirit of Germany should be emulated, especially in the extension of our direct steamship connections with Central and South America, is but a repetition of the calls of Southerners forty or fifty years ago for aid by the general government in the way of mail contracts in the development of just such connections. It is not too late for the United States to enter into its own in South America.

### Fuel the Main Force.

It has come to be generally understood that, other things being equal, the nation that controls the greatest fuel resources will be the nation to dominate the world industrially. On more than one occasion the Manufacturers' Record has suggested that a clue to much of the confusion of international movements in China may be had in a consideration of the possibilities in the coal deposits of China, and notably those of the Shansi province. These possibilities are elaborated by the New York Sun, which, in its comments upon a work by Gen. James H. Wilson on the Celestial Empire, says that both anthracite and bituminous coal of quality ranging from the best to the poorest are found in workable beds in quantity unparalleled in any other part of the world. Anthracite coal of good quality is found in thin measures among the hills near Peking, but that from Southern Shansi is not only of the finest quality, but is found in thick beds of great extent. Little has yet been done to develop these deposits, but the suggestion of General Wilson is significant. He writes:

In view of the fact that the coal measures of the United Kingdom are becoming exhausted and the cost of coal is increasing to such an extent that the supremacy of England in the metal trades has already passed to the United States, and that, in turn, the time will doubtless come, within a few hundred years at most, when the American coal measures will also become exhausted, we cannot well avoid the inference that the supremacy in the metal trades will pass on to China, the coal measures and iron deposits of which are commonly believed to be the most extensive and the most enduring in the world.

Many things may happen within a few hundred years. It is only necessary to consider some of the industrial developments of the past hundred years to realize that one must not depend upon immediate conditions in estimating the future. Forty years ago man was as an infant playing with a new toy, electricity; American coal had just begun to take the place of wood, and it was a question whether petroleum would be able to supplant cottonseed oil. Tremendous progress in these particulars has been made. Yet electrical development, with all its achievements, has only begun; at least two continents have yet to reveal their coal

possibilities, and simultaneously with the birth of long-visioned apprehension that America's coal supply may not equal the demand comes the sudden burst of fuel oil in Texas. With all these facts in view, however, it is well not to lose sight of the coal beds in China in the diplomatic deals growing out of the complications of recent months in that empire.

### Invested in Rice Culture.

Southwest Louisiana has during the past decade been a point of marked attraction for immigrants from the West. Rice cultivation by irrigation and with the use of improved machinery has been the reason for the move, and, according to an article in this issue of the Manufacturers' Record by Mr. S. L. Cary, it has resulted in an increase of 20,000 in population from the North and West. There are now 100 canals of 1500 miles length, irrigating this year 300,000 acres of land and representing a capital of \$5,000,000. There are in the belt thirty rice mills of most improved pattern and equipment representing an investment of \$1,750,000, while 500 wells, with their machinery, also used in irrigation, represent \$750,000. These are but a few of the facts bearing upon the Louisiana industry.

### Taxation.

The Chattanooga News is agitating for the abolition of the system of back assessing manufacturing plants in Tennessee. It asserts that the system cannot be successfully defended on any pretext, and explains as follows:

When a manufacturing plant is valued and assessed by the local assessor, that should be the end of it, for the term of assessment at least. This thing of an agent nosing around from month to month, worrying and aggravating the people who have their money invested in manufacturing enterprises, is a constant menace to the State of Tennessee. We want more manufactories, and how are we to secure them if those we already have are constantly kept at the mercy of the tax eaters? Give all manufacturing concerns which employ labor and develop resources every possible opportunity to thrive in Tennessee. Don't run them out by excessive taxation.

Here is a practical point to be considered soberly by everybody who desires that the great resources of Tennessee shall be fully developed. Taxation is, properly, a means to meet the expenses of the administration of public affairs. It should not be the means of blocking a community's progress. Tennessee, as well as other Southern States, should bear in mind the necessity, first, of keeping taxation reduced to the minimum by economic administration of public affairs, and secondly, of systematizing taxation, so that it may not be a drawback upon influences working to the welfare of the State.

The New York Independent asks "Where shall we get fuel?" and says that civilization must retrograde with the shortage of lumber, and that for fuel we must look largely to electricity, or possibly to larger oil supplies than

we have yet discovered. These statements are an introduction to a wise plea for sane handling of the country's timber resources not only as a fuel supply, but as a preserver of the country's well-being. The apprehension as to the fuel supply seems to be answered by the developments in Texas.

### Absurdity.

It will be remembered how eminently successful was the industrial convention held here last year. It brought delegates not only from all parts of the South, but from the North and West as well. It called the attention of the country to the industrial possibilities of this section, and to such good purpose that there has been a marked development of the South's resources since then. Never, perhaps, in the history of the country has there been such a large number of Northern capitalists and investors touring through the South inspecting its resources and the opportunities they hold out. The visitors investigated everywhere, examined the land, the forests and the mines. The discovery of the oil fields of Texas and the great wealth contained there is but one of the many good results that have followed this commercial invasion.

Whoever wrote that paragraph for the New Orleans Times-Democrat was possessed of an imagination which, properly directed, ought to lead to fortune. Still, he should not have stopped in his effort to connect the gush of oil at Beaumont in January with the industrial convention at New Orleans one month before. Certainly he should have included among the results of the convention the visit of New York capitalists to Texas, even though that visit was an outcome of New York's generosity at the time of the Galveston disaster in September last, the trip of President McKinley and party through the South, the organization of the United States Steel Corporation and the combination of transatlantic steamship lines, one of which touches New Orleans, the inspection of the great cotton mill at Columbia, S. C., by New England mill engineers, the absorption of coal properties in Alabama by Pittsburg interests, the wonderful results in iron and steel manufacture in Birmingham, the establishment of the great shipbuilding plant at Newport News and another at Richmond, the wonderful development of cotton mill building in the Piedmont section, extending into the Gulf States, the upbuilding of the Southern Railway, the Seaboard Air Line, the Illinois Central, the Louisville & Nashville, the Southern Pacific and other great railroad systems in the South, and, in fact, every impulse which, under persistent advocacy of Southern resources during the past fifteen or twenty years, is now bearing its legitimate fruits. Absurd as such claims would be, they would be as reasonable as those made in the paragraph quoted.

It is the easiest thing in the world for a man to pick up an apple that has fallen over the fence from an orchard. But time, energy and brains are required to bring the orchard to the apple-bearing state. Picking up the apple, though, does not give the man the right to say that he planted and cultivated the orchard.

So, in the case of the convention at New Orleans, some of the speeches made by gentlemen of standing in their respective communities and recognized because of their accomplishments through many years of endeavor as exponents of Southern enterprise, may have been an addition to the work which they and others have done during the past quarter of a century for the South. Such gentlemen, however, would be the last to indulge in such stuff as that quoted.

## RICE DEVELOPMENT IN LOUISIANA.

By S. L. Cary of Jennings, La.

[Written for the Manufacturers' Record.]

An industry as old as Adam that has fed three-fourths of all the teeming billions of past generations with little if any improvement in method or machinery has been suddenly revolutionized by the introduction of modern methods and machinery into the rice fields of Southwest Louisiana by farmers of wheat from Iowa, who introduced their ways of growing, harvesting and threshing other cereals. This was done in 1884, and made successful by conditions peculiar to and different from any other rice fields known to us. A Deering twine-binding harvester, with a little alteration, was made to work successfully; other machinery was adapted to the industry, so that now more and better machinery is used in the rice belt than in any other farming belt in the world. With improved methods and machinery we still lacked water for safe growing, rice mills for cleaning and preparing for market, and a market large enough not to be upset with each crop.

The greatest necessity to successful rice-growing is water, and necessity is the mother of invention. The clouds gave us fifty-five to sixty inches, eighteen to twenty inches during the growing season. Rice needed forty inches. Where could we find it? We saw the rivers, lakes and bayous always full of fresh water on its way to the Gulf. We must have water, and here it is. Can we spread it over the dry land? Some enterprising farmer started a canal by building two parallel levees on the surface from river to prairie. A pumping plant at the river lifted the water into the canal, and flume or siphon emptied it onto the rice fields on either side. Others followed, until now we have 100 canals, 500 miles of main canal and 1000 miles of laterals.

The capacity of these canals is about 1000 acres for each mile, but they are limited by the capacity of the rivers and lakes to furnish water, so that they will not undertake to flood in 1901 more than 300,000 acres, giving a rice crop (with an average season) in the whole rice belt of Louisiana and Texas of 3,000,000 sacks of rough rice of 185 pounds each. A standard bushel of rice is forty-two pounds, a barrel is 162 pounds and a sack 185 pounds. The estimated capital in canals is \$5,000,000.

There are now in the rice belt some thirty rice mills, the newest and best on earth, requiring an investment of \$1,750,000.

The increase in population from the North and West during the past ten years is estimated at 20,000.

While these advances were being made it was found that the earth was full of water, clear and sparkling, and at a constant temperature of 70 degrees Fahrenheit, just adapted to the best and largest growth of vegetable or animal life. So wells were sunk of an average depth of 180 feet, or from 130 to 250, with water rising to or near the surface. Their average sizes are six, eight and ten inches, costing in wells complete \$2, \$3 and \$3.50 per foot. These shallow wells give more water than the deepest wells elsewhere. They furnish plenty of irrigation for the small farmer. A six-inch well floods 100 acres, eight-inch well 150 to 200 acres, ten-inch 250 to 300 acres, at a cost easily in reach of the farmer.

So far steam exclusively has been used for pumping power at the wells, and the discovery of oil in the rice belt precludes the profitable use of any other fuel or

force producer. Each day the morning paper says: "A new gusher was ushered into line at Beaumont yesterday." The engines range from ten horse-power Geiser or others to fifteen to twenty horse-power for an eight-inch pump to a forty to seventy-five horse-power for a ten-inch pump, and so on up for combination of wells.

Horizontal or vertical suction pumps of the Irwin Van Wie and Morris class, and Wheeler centrifugal circulating pumps are used, and as the water in our wells rises to suction distance, forcing pumps are not used.

Three years ago the wells numbered about twenty, two years ago fifty, last year 200, and this year 500 will be used, with good prospect of doubling our present number for 1902. The estimated cost of the wells and machinery is \$750,000.

Three years ago wells flooded about 2000 acres. The number increased to 5000 in 1899 and to 20,000 in 1900. This year about 50,000 will thus be flooded.

Wells make homes, make independent farmers, furnish freely the greatest necessity for success in growing crops.

Our rice fields were few and far between in 1884. The Carolinas and the river country of Louisiana grew what was grown in the States. Southwest Louisiana had no standing as a rice-grower. But now by improved methods and machinery Southwest Louisiana grows nine-tenths of the domestic article.

It was determined by the ancients that irrigation imparted to the soil 50 per cent. of fertility, for which they charged the renter one-third of the crop. We now charge one-fifth for water. The wonderful fertility of Lombardy, the valley of the Po, the valley of the Nile, is all made by irrigation. Flooding is essential to the successful growing of rice, but destroys many weeds and grasses that encumber the soil, and by their death and decay add still more fertility to the plant. Water flooding destroys insects and other enemies to the crop, giving the surest, safest farming on earth.

Anciently vast sums of money and thousands of men were employed for ages in making reservoirs for irrigating waters. Today in the rice belt we have found the largest reservoir of irrigating water in the world, the best possible for flooding growing vegetation, and all this without money or price. Then add to this the recent discovery of oil in the same belt, giving us the largest reservoirs of water for flooding and oil for fuel in the world.

The yield of rice per acre has been increased 50 per cent. by flooding. The cost of water is one-fifth the crop; the average yield is ten sacks of rough rice; the whole range is from nothing to thirty-three sacks, 132 bushels. The price has had a range of \$1 up to \$9 a barrel of 162 pounds of rough rice, giving a fair average of \$3 a barrel. This would give an average of \$30 per acre at a cost of \$15 net. This would mean 5 per cent. upon \$300 an acre, and as good rice land can be bought at from \$25 to \$50 an acre, the profits are certainly very satisfactory.

This condition is changing very rapidly as these facts are being advertised, and the same rice belt has become the largest depository of oil in the known world; a new gusher each day cuts the cost of fuel in two, and fuel moves the world. The manufacturing world is moving this way, and capital seeks investment and offers to labor greater inducements than were even dreamed of in the hoary past.

The birth of modern rice-growing was in 1884. Its progress in that time from zero to a 3,000,000-barrel crop makes the future outlook very bright.

### SPECULATION IS MODERATING.

But Excitement Still Continues in the Beaumont Field.

[Special Cor. Manufacturers' Record.]

Beaumont, Texas, May 7.

The tenth gusher came in last night. It is one of the biggest, if not the greatest, in the field. The well is the property of the Lone Star & Crescent Oil Co., capitalized at \$10,000,000 and domiciled at New Orleans, La. This well has a six-inch pipe all the way down to the oil stratum, and is well finished. It is pronounced a splendid well. It was allowed to gush for a few moments, and its first flow far exceeded the height of the derrick, which is sixty-five feet. It flowed higher on its first outburst than did the Lucas. This well is partly owned by Beaumont parties. The inception of the enterprise was as follows: On January 10, when the great Lucas gusher was making its first flow, Messrs. E. A. Fletcher, M. K. Fletcher, O. B. Greeves and C. A. Hagerman, all citizens of Beaumont, were gazing at the wonder, when suddenly the eye of one of the crowd chanced to land on a small truck farm and house about a stone's throw from the Lucas. It was immediately suggested that the party of gentlemen buy the homestead, which they did for \$4000, including seven and one-half acres of ground. Today that little home, which the day before the gusher could not be sold for \$1000, is worth at least \$2,000,000.

During the past week there has been a noticeable decrease in the wild speculation and excitement which has characterized the situation for the past fortnight. Investors seem to realize that until some outside wells have been brought in it is a foolish proceeding to pay oil-field prices for land that is situated two to four miles away from the present district. There are still great crowds here, and the morning special train from Houston to Beaumont brings 300 to 400 men here every day. Many of the business firms of the city are making big money by renting out the space in front of their places of business for offices. The Crosby House, the local hotel, which had a small plot of ground in front of the building, has had constructed small booths, just large enough to hold a desk and two chairs, and these, of which ten or fifteen have been built, have rented readily at \$50 per month. At one place in town the space underneath the spreading limbs of a chinaberry tree rented for \$150 per month. Mr. Saxe, who runs a barber shop adjoining the Crosby Hotel, yesterday sold his lease, which runs for two years yet, for \$10,000 spot cash.

The tendency of the speculative market at present is stationary; it is waiting results. There are many outside rigs working, and the general investing public has concluded to await the first news of another gusher from some outside point. When such news comes it will result in the concentration of the real estate, investment and brokerage people in that immediate locality with the hope of making money, as did some of the early investors in Beaumont who bought up land contiguous to the Lucas gusher.

The Byrd Syndicate of London, England, is at work on its project, which is to sink ten wells in Hardin county as quickly as money can put them down. This company leased some few years since 63,000 acres of Hardin county lands from John M. McShane of Omaha, Neb. The proviso of its lease is that it shall before the expiration thereof spend \$100-



000 in developing. Up to the time of the Lucas strike but little attention had been paid to this matter, but now, when it is realized that this lease in all probability is worth millions, neither time nor expense is being spared to spend the necessary amount of money before the expiration of its contract, which is November 2 next. Mr. McFadden, the American representative of the firm, is here looking after the matter in person, and the firm has brought its own well-boring outfit direct from Indiana.

The formation of companies continues. There are now over 200 chartered oil companies doing business in this immediate vicinity or claiming that they propose to do business, but the principal business of most of them is to sell stock. It is within the writer's knowledge that many of these companies have not even observed the common forms of organization. In many instances the first and only official act has been the application for a charter, and it is a safe bet that there is not one out of three that can produce a minute book and show the records of the meetings which at least are supposed to have been held. But there are many first-class concerns which are gilt-edge in every respect, officered by men of known integrity, and who have very tangible assets to balance against their capital stock. But the investor should not buy stock in any of these companies without investigation.

There are probably 200 derricks in Jefferson county at this writing, beside a large additional number that are in adjoining counties. The oil excitement is not confined to Beaumont by any means. It is all over the State, and extends into Louisiana. Several companies are being organized at Lake Charles, and in a few instances preparations are being made in earnest to drill. But the excitement is had all around South Texas. There are a dozen wells being bored within twenty-five miles of Houston.

#### OIL NOTES.

##### Facts About Petroleum and Its Uses.

More than a dozen companies have been organized to bore for oil in Louisiana, and a number of wells are now being sunk in Calcasieu, Acadia, St. Martin and other parishes.

It is announced that six companies have been formed for the purpose of seeking oil in the vicinity of Birmingham, a project in which the Commercial Club of that city is deeply interested.

The geological survey of Missouri has been making a careful study during the past two or three years of the geological structure of the northwestern and western parts of the State, and reports that the probabilities for finding oil and gas in commercial quantities in those sections are quite strong.

In 1899 Canada produced 748,667 barrels of illuminating oil, valued at \$1,197,870. The production of Canadian petroleum is practically confined to three counties in the southwestern part of the Province of Ontario, where there are 9000 wells in operation, the oil being pumped from an average depth of 465 feet. The ratio of crude petroleum to refined oil is about 190 to 40. The process of manufacture is complicated, and an expensive plant is required.

The London county council has had in use for some time a fire-engine capable of using oil fuel, and it is now stated that the experiment is a success. An order has been given out for two new engines to be built, also capable of employing

petroleum as a heating agent, and it is to be presumed that if these are as successful as the first engine, we are on the eve of a revolution in this branch of engineering. The London Ironmonger, which is authority for these statements, adds that the consumption of petroleum as fuel will, however, not reach any great proportions in England until the railway companies take it up, and these bodies there are proverbially slow to move in the direction of modern progress.

#### FUEL OF THE FUTURE.

##### An English Comparison of Coal and Oil.

[London Express.]

Among the recent exposures of our navy's inefficiency, probably the most important deals with the engineering side of the question. Boilers causing enormous waste of both coal and money have for some time agitated the Lords of the Admiralty. Yet they have failed to profit by the experience of other nations and to experiment with that which bids fair to become the fuel of the future.

After extracting the finer oils from petroleum, the remaining two-thirds have, up to comparatively recently, been thrown to waste. Now, however, it is found that this residue forms the finest liquid fuel in the world, containing, as it does, nearly twice the heating power of coal. In other words, a ton of liquid fuel will produce as much steam as two tons of coal, and fills only a third of its space.

Besides this, the cumbersome form of coal necessitates bunkers on board ship being of a certain shape. Were oil carried instead, the tanks containing it could be of any shape, and might even be stowed beside the ballast tanks in the ship's bottom.

How it is that our Admiralty have so far failed to see its advantages is the more remarkable in view of the statements made by Dr. Dvorkovitz, the editor of the Petroleum Review.

"I find," said the doctor, "that an average of one-fourth of the fleets of Italy, France and Russia use liquid fuel to produce their motive power, having discarded coal in its favor. To a certain extent the Dutch also burn it on their warships, while Germany is at present engaged in experimenting with its use. Of the latter country, however, I am unable to give much information, as their trials are being carried on with the greatest secrecy."

Nor is liquid fuel merely in the experimental stage. For quite a time it has been used on the world's railways. Under the direction of Mr. Holden, most of the express engines on the Great Eastern Railway, and especially those running the fast Cromer service, are using petroleum instead of coal. It is also used to a certain extent on the London & Northwestern and Metropolitan railways. Between Paris and St. Germain, and between the former city and Vienna, oil holds the field, while the Southern Californian Railway burns practically nothing else.

Even South Africa has fallen a willing victim to the fuel of the future. The traction engine running between Umtali and Salisbury has discarded wood on account of its scarcity and coal as being too expensive.

In Russia oil holds absolute sway. And from Baku to Nishni Novgorod petroleum finds favor on railways and steamships alike. For 2000 miles along the Volga boats ply from north to south propelled by means of oil, of which 8,000,000 tons are used in Russia alone.

Again, a fleet of nearly forty steamers burning nothing but liquid fuel is run between London and Borneo, a distance of 10,000 miles, with the most satisfactory results. This line, called the "Shell

Transport & Trading Co.," brings petroleum direct from the oil fields of Borneo to London.

The superiority of liquid fuel over coal having been proved, why have not the Admiralty taken the matter in hand, especially when foreign navies have so thoroughly exploited its uses? Their first reply was that it would involve a complete reconstruction of the ships of war, which is absurd.

The only change necessitated lies in making the coal bunkers oiltight and in laying down a few pipes. The same boiler, the same furnace, the same everything may be used, provided a small "nozzle," introducing a mixture of steam and oil, be placed through the fire door. Within two, or even fewer hours, the ship can revert to the use of coal. Provision may even be made by which coal and liquid fuel may be used alternately.

No sooner had this objection been quashed than a second was forwarded—that in event of war Russia and America, the two largest petroleum-producing countries, could corner the supply of fuel.

What would it matter if they could—which, by the way, they could not—when at a moment's notice almost we were able to revert to coal? In addition to our large war stock of coal we might also hold quantities of liquid fuel at our chief coaling stations, especially as the latter only occupies one-third of the space of the former.

In addition, the fact still remains that Russia and America could not corner the supply, for the oil fields of Canada, Assam, Burmah, Barbadoes, Newfoundland, Baluchistan and both Eastern and British North Borneo would always remain open to us.

Having thus been mated in their arguments, the Admiralty forward a third objection. The oil supply is insufficient, and at present more costly than coal.

This, though perhaps the most formidable of all three objections, is by no means insurmountable. It is true that at present we mine 200,000,000 tons of coal annually, and that we should require 100,000,000 tons of petroleum to replace it. It is equally true that we could not get more than about 20,000,000 tons of the latter fuel at the present time, and that its price is 70s. a ton, as against 30s. a ton for coal. But as half a ton of petroleum is equal to one ton of coal, this brings the price of the former to within 5s. of the latter.

By the well side liquid fuel only costs 18s. a ton, the remaining 52s. being swallowed in transportation. Asked as to how the difficulty of price and insufficient quantity were to be overcome, Dr. Dvorkovitz said:

"The oil-mining industry is only ten years old, which accounts for the hitherto limited output. But as the sources have as yet been hardly tapped, there is every reason to believe that the resources of petroleum are every whit as great as are those of coal. For instance, the 'Shell' Company's fields are nearly 350 square miles in extent, most of which is untapped."

That the Admiralty should take the matter in hand is admirably demonstrated by Sir Samuel Marcus, who said, in the course of a lecture at which Admiral Selwyn was present:

"To anyone who has seen the almost inhuman manner in which the large crew needed on a destroyer is berthed, in consequence of having to stoke the enormous boilers used upon these craft, the fact that under the use of liquid fuel the crews of these vessels can be reduced to less than half of those now necessary is in itself an argument so overwhelming that, were this its only advantage, it should

suffice to compel its introduction into this class of vessel by those in power."

#### CHESAPEAKE COAL TRADE.

##### An English Journal's View of Recent Developments.

[London Colliery Guardian.]

One of the great outlets for American coal is the port of Baltimore and the neighboring ports of Norfolk and Newport News. It serves the hinterland, comprising the coal States of Maryland, West Virginia, Virginia and Kentucky, with an aggregate output in 1900 of over 34,000,000 tons, an increase of 6,500,000 tons over 1899. According to H. M. consul at Baltimore, 650,000 tons of this were exported, an increase of 40,000 tons. Prices at pits ruled at Maryland 5s. 7d.; Virginia, 4s.; West Virginia, 4s. 7½d.; Kentucky, 3s. 7d. From Baltimore 428,583 tons of coal, of a value of £175,623, were exported, as against 342,283 tons, valued at £112,980, in 1899. Coke accounted for 45,335 tons, against 35,753 tons in 1899. From Norfolk, Va., in 1900 504,852 tons of coal were exported, principally to South America, but the French and Russian governments were also purchasers. The coal was valued at £245,788. There were also shipped as bunkers 267,565 tons, and 92,633 tons of coke were exported. The past year was chiefly remarkable for the improvements in the facilities for shipping both at Baltimore and Norfolk. We some months ago described the huge coal dock constructed at Curtis Bay, the terminus of the Baltimore & Ohio Railroad Co. This immense structure is now finished. It is 800 feet long, 45 feet high and 60 feet wide. It takes five or six minutes to put 250 tons of coal on board ship, and it is said that 150,000 tons can be dealt with in a day. The exports of coal from this dock, which amounted in the past year to 428,583 tons, were principally to Mexico, Cuba and Brazil, although a number of cargoes went to Marseilles and several to Italy, the Adriatic and other places in the Mediterranean. The largest cargo shipped in 1900 was on the Ferndene, which took 5386 tons to Algiers.

The vice-consul at Norfolk has a similar tale of progress to tell. He says that the demand for Virginia coal has caused the railways there to increase their facilities for its rapid handling, nearly doubling their capacity. Another result has been a lively demand for coal lands in Virginia and West Virginia. There are in these States practically inexhaustible fields of the finest steam and coking coals which are as yet hardly touched, and in many cases have not yet been even penetrated by the railroads. These lands, in many cases, carry from three to seven seams of coal, each ranging from three to eight feet. The best seams of this coal can be mined above water, are self-draining, and have good slate covering, all tending to make very cheap mining. This, coupled with the constantly cheapening of railway transport through the increased size of cars and other agencies, seems to indicate, he says, that the export of coal from the Virginian ports is but in its infancy. At Newport News also the export trade has received an impetus during the past year by the erection of a new coal pier of large capacity.

A dispatch from Austin states that ex-Governor Hogg is promoting with New York capitalists a company which proposes to operate pipe lines from the Beaumont oil field 200 miles to the New Birmingham iron region of Texas, and for the development of the iron furnaces of the latter region.

**ELECTRIC ROADS IN THE SOUTH.****Remarkably Large Number of Projects—Kentucky a Center of Promotion.**

The activity in construction of electric railroads in various parts of the country is noticeably manifest in several of the Southern States, and presents some remarkable features. The promoters are working in sections where the present transportation facilities are somewhat limited, and in many instances where the proximity of natural water-power would enable them to economize in the use of motive power.

In spite of the extensive mileage of steam railroads which has been built thus far in the South, many of the smaller towns have grown so rapidly as to imperatively demand some mode besides animal power for moving passengers and freight. This is particularly the case in Central and Northern Kentucky, where a very interesting state of affairs prevails. About as many companies have been organized within the last year in this State to build electric lines connecting various communities as in all of the other Southern States combined. The city of Louisville is the terminus of several of these, two having been surveyed in what is known as the Pewee valley. They are to be constructed from Louisville to Fairfield and La Grange, respectively, and will aggregate about forty-five miles in length. One company is headed by W. B. Hoke and the other by A. L. Smartt. The county-seats of Brooksville, Mount Olivet and Georgetown, in Northern Kentucky, may be connected by a 50-mile line, which Mr. Younger Alexander of Brooksville is promoting. Mr. Alexander has been interested in steam railroads in the State, and is president of the Cincinnati & Licking River Railroad Co. W. C. White has been elected president of a company to build between Cadiz and the Illinois Central system, while another electric line to give Hartford, Ky., additional facilities is proposed between Hartford and Beaver Dam. S. A. Anderson is acting in the interest of this enterprise. The Commercial Club of Paris, Ky., has decided to construct an electric road between that town and Sharpsburg, a distance of fifteen miles, and R. J. Neely, president of the club, is organizing a company for the purpose. The opportunity for such lines between Lexington, Georgetown and Versailles has been appreciated by a Pittsburg syndicate headed by Charles C. Tennis, which has secured a franchise from the counties through which the line would pass and most of the right of way. It is proposed to first build between Lexington and Georgetown, a distance of twelve miles, then to Versailles, making the total length of the road twenty-five miles. The towns of Shelbyville and Eminence, in the northwestern portion of the State, are to be connected by a trolley line twelve miles in length, in which J. L. Middleton is interested.

All of these enterprises are in the hands of parties who have the necessary financial backing to take them up, and work has already begun in several instances. They represent about 175 miles, and are confined to a territory comprising ten counties.

In West Virginia there is a tendency for street-railway companies to expand. The Wheeling & Elm Grove has absorbed a company which intends building between Wheeling and Wellsburg, a distance of twelve miles, and will carry out its plans. It has also surveyed an extension from Wheeling north to the Pennsylvania line, a distance of sixteen miles. Ohio and West Virginia parties are interested in a

scheme to connect Marietta, Ohio, with Williamstown and Parkersburg, W. Va., by an electric line. This enterprise will require a bridge across the Ohio river at a cost of \$500,000. Thomas F. Barrett of Parkersburg is one of the syndicate interested. Recently Huntington, W. Va., Ashland and Catlettsburg, Ky., have been connected by a trolley system built by the Ohio Valley Electric Railway Co. It represents about twenty miles of construction.

Maryland promises to add considerably to its railway mileage through the work of electric companies during the next year. In the western portion two important projects are under way. One is the connection of Cumberland, Lonaconing and Westernport by a road twenty-five miles in length, backed by a syndicate which includes Joseph MacCarroll of Philadelphia and J. W. Burchinal of Moundsville, W. Va. The Hagerstown Street Railway Co. has practically decided to build to Boonsboro, Leitersburg and Funkstown, and has completed surveys for these extensions, which will aggregate twenty miles. On the Eastern Shore of Maryland a company which is connecting Wilmington, Del., and Elkton, Md., with an electric line may build as far as Chestertown and Centerville, making one of the longest systems of this kind in the country. It is headed by Peter J. Ford, a capitalist of Wilmington. In the suburbs of Baltimore the Girdle Railroad Co., of which W. R. Townsend is president, is considering the construction of a trolley line which will extend from Sparrow's Point to Westport, belting the city.

Other projects under way include a road between Charleston and Summerville, S. C., a distance of twenty-eight miles, in which J. J. O'Connell of Charleston is interested, and the extension of the Spartanburg Railway line to Clifton, Converse and several other mill centers in the northern part of the State. The plan of the Teche Electric Co. to build in Southern Louisiana between New Iberia and Morgan City, a distance of forty-five miles, has already been detailed in the Manufacturers' Record, and work will probably begin in a few weeks. F. F. Myles of New Orleans is at the head of this enterprise. James U. Jackson, formerly president of the Augusta Southern Railroad Co., has become interested in a plan to connect Augusta and Aiken, S. C., with an electric road about fifteen miles in length, which will pass through the important manufacturing town of Graniteville, S. C. The Cleveland Construction Co., which has the contract to build the road between Manchester and Petersburg, Va., is now laying the track, and has recently ordered rolling stock. The line under construction is twenty-five miles in length, but may be extended several miles within the Richmond city limits. The plan to build an electric railroad between Roanoke and Fincastle, Va., a distance of eighteen miles, has been revived by business men in the cities mentioned, and a company organized which is headed by James Godwin, cashier of the Bank of Fincastle. A road thirty-two miles long will probably be constructed within the next year in Southern Mississippi, skirting the coast and connecting Biloxi, Pass Christian and several other towns. The promoters include several local business men, who, it is understood, have interested New York parties in the scheme. W. L. Covel at Biloxi is one of the principal promoters. In Texas the electric road planned between Dallas and Fort Worth, a distance of thirty-two miles, will probably be built in the near future, as it is understood the necessary capital has been secured, as well as right

of way. A Cleveland syndicate which includes George T. Bishop is interested in this plan.

While all of the roads mentioned are separate from street-railway undertakings, several companies have been formed recently to build urban lines, while important extensions have been planned in various cities. New Orleans, Atlanta, Baltimore, Knoxville, Chattanooga, Montgomery and Galveston are in the list of Southern communities which will considerably enlarge their street-railway mileage in the near future.

**The Pig-Iron Market.**

Matthew Addy & Co. of Cincinnati in their weekly report say:

"There is a good deal of quiet buying at the present time, that is, the spectacular features that accompanied the purchasing some time since are lacking, and, of course, there is not the same tremendous volume of new business. But there is a steady inquiry. Several large transactions in pipe irons have been closed; two or three considerable deals for Southern basic and malleable for the last half are now in process of negotiation, while of minor transactions there have been plenty. So it can be seen that the makers and sellers of iron are not having much time to enjoy the mild beauty of the early May days.

"In mill irons there has been considerable movement. Shipping orders on old contracts are being given in large blocks, and it seems almost impossible to get the iron forward fast enough.

"The signs all point to the fact that consumption is still increasing. This answers the often-asked question as to what effect the present large production will have on the situation."

**Wants Mountain Land.**

Horace A. Field of Wellsboro, Pa., writes to the Manufacturers' Record as follows:

"We propose to utilize large tracts of mountain land that have hitherto been considered valueless, but upon which Angora goats will thrive, and eventually, by exterminating the brush, bring the lands into good grass lands suitable for cattle pasturing. We are at present considering several tracts, and are in the market for the cheapest, rockiest, brushiest tract of land, either in Virginia or Maryland. Our requirements are simply plenty of brush and cheapness. We will buy from 1000 to 10,000 acres."

**For Florida Sugar.**

Mr. Charles W. Campbell, Sr., of Ocala, Fla., writes to the Manufacturers' Record that he will endeavor to make a State matter of the sugar refinery which he and others have planned to start at Ocala. He writes: "While almost every acre of land in Florida is capable of growing sugarcane in paying quantities where one knows how to do it, there is not enough grown in any one section to justify building a large and expensive plant at any one place in the State. But by getting planters properly organized, so as to enlarge their plantings, the auxiliaries will gradually become greater. The same power used for grinding cane and evaporating syrup can, when the season is over, be used for other purposes, and in every neighborhood where one of these plants may be fixed there is enough raw material to keep quite a number of men, women and children employed constantly and profitably in pleasant work. Florida is the richest State in raw material which is tramped over heedlessly and unnoticed within my knowledge."

**FOREIGN TRADE.**

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

**Hints for Exporters.**

Geronimo Ferretjans of Montevideo, who represents at that point a number of European houses, writes to the Manufacturers' Record that his mission is to show samples which producers send him as their agent, and to make sales to houses of thorough responsibility, for which he is paid a moderate commission, whether the sales are made directly or indirectly. He says that he takes as good care as possible of the samples, and holds them subject to express orders of the shippers. He adds that many American manufacturers persist in making direct transactions with producers of their goods, and many of them insist upon cash remittance to cover the invoice in advance. This he says is an impossibility, inasmuch as better terms are made with European firms. Of those he represents, the one which concedes the shortest credit gives ninety days from the date of the bill, while the majority allow as much as 120 days, subject to draft upon the buyer for the amount of indebtedness, invoice, freight and insurance, charging interest at 5 or 6 per cent. for the term agreed upon.

**American Coal the Best.**

Messrs. Pierce & Becker of Messina, Italy, have recently prepared a statement, in reply to an inquiry from England, that the firm considers Pocahontas coal to be "a stronger and cleaner coal than even the highest-priced grades of Welsh." It considers that the British fuel varies so in quality that the price is not a reliable guarantee as to its results.

**Improvements to Terminals.**

The Northern Central Railway Co. has let a contract to excavate about 250,000 yards of material upon the property which it is to use for terminals on Baltimore harbor. The company proposes building two piers, each of which will be 1000 feet long and 160 feet wide, while a considerable mileage of tracks will be built for yard purposes.

**Notes.**

An illustration of modern financial tendencies is had in a letter to the Manufacturers' Record from T. Sasaki & Co. of Tokio, Japan, in which they state that they know of a trustworthy bank of Japan that desires to borrow at least \$500,000 from America or Europe at from 7 to 8 per cent. interest, with Japanese railroad bonds as security.

"Cottonseed Oil, History and Commercial Features" is the title of a valuable pamphlet just published by Mr. D. A. Tompkins of Charlotte, N. C. It is an advance publication of Chapter XI from his work "Cotton and Cotton Oil," now in course of preparation, and treats after a brief historical retrospect of the machinery used in obtaining the oil, the process, the products and the values. The publication is intensely practical. It appeals to thousands of persons interested in cotton and its products, and is a promise that the main volume will be an important contribution to the economic literature of the South.

The sales in the Joplin (Mo.) district during the week ended May 4 were 12,911,780 pounds of zinc ore and 1,337,000 pounds of lead ore, valued in all at \$196,900.



## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## Mr. Wilkens as President.

The selection of Mr. George C. Wilkens as president of the Baltimore & Potomac and Union railroad companies is another instance of ability and faithfulness rewarded. The story of Mr. Wilkens' career contains many valuable lessons to young men, and shows how high a man can rise from what is popularly called the bottom of the ladder. Beginning his railway work in 1853 as a rodman with the Pittsburg & Connellsville Railway surveying corps, three years later he was promoted to assistant engineer of the Pacific Railroad of Missouri. In 1861 he began his office service as a local ticket agent for the Pittsburg & Connellsville, being promoted to ticket and freight agent two years later. During the next ten years he served as assistant engineer of the Erie Railroad and division superintendent of the Pittsburg & Erie, coming to Baltimore in 1873 to assume the duties of division superintendent of the Northern Central. His superiors, recognizing the qualities of the man, soon promoted him to the position of general superintendent. Later he became superintendent of the Baltimore & Potomac, general superintendent of the Pennsylvania system from Harrisburg to Quantico, and general agent for the Pennsylvania Railroad Co. at Baltimore.

The life of Mr. Wilkens has been one of continual activity from the time he entered railroad service. The results of his work have been especially notable in the vicinity of Baltimore. He was largely responsible for the elaborate terminal system here, which was constructed practically after his plans, and for the rebuilding of the Northern Central between Baltimore and Harrisburg, which today is considered by authorities as one of the best pieces of railroad work in the world, being up to the highest standard of the Pennsylvania Railroad. He has been instrumental in the development of the extensive traffic enjoyed by the Baltimore & Potomac and the Northern Central, fostering it by giving patrons of the companies he represented all of the facilities and conveniences which could be afforded. A notable feature of Mr. Wilkens' career has been his knowledge of men, while his impartial policy has developed a strong personal regard by the army of employees under him. This was displayed during the railway labor troubles of 1877 in Baltimore, when not a dollar's worth of property owned by the Baltimore & Potomac or the Northern Central was injured. Mr. Wilkens' control over his men at that time was such as to call forth special orders from President Scott of the Northern Central and from Frank Thomson, at that time general manager, commending him personally.

The new president of the Baltimore & Potomac has resided in Baltimore for many years, and the transportation officials and business men of the city appreciate the compliment to their fellow-citizen, while it is safe to say that the news of Mr. Wilkens' elevation will be received with pleasure in the outside railroad world, where he is so widely and favorably known.

## Another Line to El Paso.

The company controlling the Arizona & Southeastern Railroad has decided to change the gauge to standard, and will extend it to El Paso, Texas. The railroad at present is in operation between Douglas and Benson, Ariz. The name of

the company has been changed to the Southwestern Railroad of Arizona, and in a letter to the Manufacturers' Record Mr. M. W. Wambaugh, chief engineer, writes that contracts have been let and work is in progress upon the extension to El Paso, a distance of 220 miles. An extension has also been decided upon from Douglas into Mexico. New York parties are interested in the company, of which James Douglas is president; J. Van Vleck, vice-president, and Walter Douglas, managing director. The principal offices of the company are at Bisbee.

## Alabama, Tennessee &amp; Northwestern.

The plan to build a railroad between Florence, Ala., and Clifton, Tenn., has resulted in the organization of the Alabama, Tennessee & Northwestern Railroad Co. Mr. J. L. Bell of 29 Broadway, New York, has been elected president. In a letter to the Manufacturers' Record Mr. Bell states that the company will represent a consolidation of the Florence & Northwestern and the Tennessee & Northwestern. The entire length of the line will be eighty miles, including several branches. At Clifton connection is made with the Tennessee river, which is navigable to this point. It is understood that the company will become interested in the iron industry.

## Birmingham to Atlanta.

The Birmingham & Atlanta Railroad, it is reported, is intended to be built to give the Seaboard Air Line a connection with one of the systems entering Birmingham, either the Louisville & Nashville or the Illinois Central. By a combination of the Seaboard and Illinois Central the latter would gain several additional terminals on tidewater, such as the cities of Portsmouth, Wilmington, Savannah and Jacksonville. The Birmingham & Atlanta Company includes several residents of Atlanta who are closely identified with the Seaboard interests.

## To Increase the Stock.

The directors of the Choctaw, Oklahoma & Gulf Railroad Co. have decided to increase its present capital stock to the extent of \$2,000,000 to provide for the extension to Amarillo, Texas, now under construction. By increasing the stock the necessity of issuing additional bonds will be avoided. The new securities will be distributed among the present shareholders if the decision of the directors is ratified by them.

## Want It Extended.

Business men of Bridgeport, Texas, and several other towns on the route have been conferring with President H. C. Rouse of the Missouri, Kansas & Texas system with the view of securing an extension to Bridgeport. The line, if built, will be about eighty-five miles in length, and reach Denton and Decatur. The railroad company has taken the matter under consideration.

## Another System for West Virginia.

The official announcement that the Wabash Railway Co. has secured the Wheeling & Lake Erie Railroad Co. is believed in railroad circles to mean that the Wabash intends entering West Virginia. The Wheeling & Lake Erie extends across Ohio, practically terminating at Wheeling, and it is reported is planning to reach the West Virginia coal fields.

## Railroad Notes.

The Norfolk & Atlantic Terminal Co. is negotiating to secure an additional steamer to run between Sewell's Point, on Hampton Roads, and Newport News.

The improvements which the Texas & Pacific Railroad Co. proposes at Fort Worth, Texas, include the erection of a large freight depot, also additional yards. The estimated cost is \$250,000.

A dispatch from Petersburg, Va., is to the effect that the syndicate which includes John L. Williams & Sons of Richmond has sold its interest in the Petersburg street railway line to Charles H. Davis.

In a letter to the Manufacturers' Record Mr. J. H. Wright of Meridian, Miss., states that he has no connection with the plan to build a railroad between Meridian and Kosciusko, Miss., as recently reported.

Fruit shipments from the South have assumed large proportions. A train on the Atlantic Coast Line recently carried to the Northern market seven cars containing strawberries alone, representing 14,000 crates.

A dispatch from Lynchburg, Va., is to the effect that Philadelphia capitalists have become interested in the local street railway, gas and electric-light plants, and that all will be included under one management. Richard D. Apperson, it is understood, will be president.

The announcement is made that the Missouri Pacific system has secured control of the Arkansas Midland Railroad, extending between Helena and Clarendon, a distance of forty-eight miles, with a branch to Brinkley. It will be operated hereafter as a portion of the Missouri Pacific.

The Shreveport & Red River Valley Railway Co. has given a mortgage to secure a bond issue of \$1,525,000. The mortgage is upon the railroad between St. Maurice and Pineville, La. Altogether seventy-six miles of the line between Shreveport and St. Maurice are in operation.

## Columbian Iron Works.

Mr. J. Quitman Lovell of Baltimore has given a notable example of what energy will accomplish in bringing to a head within a few days plans for the reorganization of the Columbian Iron Works. Money for the undertaking has been oversubscribed, and among the subscribers are some of the best-known financiers of Baltimore. The company will include among its directors Messrs. J. W. Middelendorf, De Courency W. Thom, Hugh L. Bond, Henry A. Parr, J. Triplett Haxall, George R. Webb, J. Quitman Lovell, W. T. Stilwell, Josiah L. Blackwell, E. L. Bartlett and C. F. Macklin. Mr. Lovell, who, it is said, will be president of the new company, had the co-operation of Mr. Haxall in securing the money for the reorganization plan. His engineering experience, his wit to recognize the possibility in the Columbian Iron Works and his courage in putting his conviction into effect assure the success of the undertaking under his leadership.

The committee at Birmingham charged with the task of making an exhibit of the mineral resources of Alabama at the Buffalo Exposition has decided to build a model of the battleship Alabama as the exhibit. The hull of the ship will be of iron ores, pig-iron, limestone, dolomite, coke, etc., and the furnishings and rigging of cast-iron pipe, steel wire, sheet iron, fire-brick, car-wheels, etc., so as to show both the raw and finished material.

Mr. J. E. London of Alma, Ark., writes to the Manufacturers' Record that there is an opportunity for a bank in that town, where there are fifteen stores, three saw-mills and cotton gins and half a million dollars' worth of business done each year.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

## The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the eight months of this season was 9,384,947 bales, an increase over the same period last season of 795,585 bales; exports were 5,475,006 bales, an increase of 216,159; takings by Northern spinners 1,735,089 bales, a decrease of 361,690 bales; by Southern spinners 1,141,561 bales, a decrease of 52,693. During the 245 days of the season ended March 3 the amount brought into sight was 9,415,909 bales, an increase of 797,624; the exports were 5,570,452 bales, an increase of 273,413; takings by Northern spinners 1,750,470 bales, a decrease of 363,530; by Southern spinners 1,159,063 bales, a decrease of 46,979.

## Textile Notes.

The American Cotton Co. in April shipped 34,210 roundlap bales abroad.

Danville (Va.) Knitting Mills will increase capital for enlargements and improvements.

F. W. Poe Manufacturing Co., Greenville, S. C., has declared its usual dividend of 4 per cent.

Tifton (Ga.) Cotton Mills have increased capital \$20,000, and will issue bonds for \$40,000.

The Athens (Ala.) Cotton Mills will bond for \$25,000 to complete plant and secure working capital.

Textile manufacturers of Georgia will hold a convention at Warm Springs, in that State, on June 5.

It is reported that the Cox Manufacturing Co., Anderson, S. C., will double its \$50,000 cotton factory.

It is rumored at Elizabeth City, N. C., that plans are on foot there for the organization of a \$50,000 company to establish a silk mill.

Levy Cotton Mills Co., Rutherfordton, N. C., will increase capital from \$50,000 to \$100,000, but for what purpose has not been stated yet.

The Nantucket Mills of Spray, N. C., which increased its capital by \$100,000 recently, is reported as contemplating a large addition to its plant.

A \$20,000 stock company is being formed at Dallas, Texas, to establish a hosiery knitting mill. N. E. Wohl, care H. S. Mittenthal & Co., can give information.

J. L. Bell of Ahsoskie, N. C., contemplates establishing a knitting mill, and is desirous of obtaining estimates on equipment. Manufacturers are invited to correspond.

S. Castleman of Belzoni, Miss., contemplates manufacturing cotton rope, and is ready to buy machinery for that purpose. Manufacturers of the required equipment are invited to correspond.

Columbus (Miss.) Hosiery Mills, reported recently, will award contracts June 3 for erection of its buildings. Plans and specification are on file at office of Curry, Lipscomb & Caine. Jos. B. Bell and V

D. Molloy, president and secretary, can be addressed. Bids are invited. The company's capital is \$30,000.

Monarch Cotton Mills of Union, S. C., will hold a meeting May 29 to vote upon an issuance of \$350,000 of preferred 6 per cent. stock. The company's present capital is \$200,000, and it operates 10,080 spindles and 300 looms.

"The Riverside Mill" of Augusta, Ga., has petitioned for change of title to "Riverside Mills" and permission to increase capital to \$500,000 when desired. Company's present capital is \$150,000, and cotton batting is the product.

Additional machinery is being placed in the Merrimack Manufacturing Co.'s mill at Huntsville, Ala. When this installation is completed there will be 25,000 spindles and 850 looms in position. The plant has been operating for some weeks. It is locally believed that the company will build its second mill this year.

Langley Manufacturing Co., West Point, Ga., has increased capital to \$100,000 and will enlarge its mill for the production of laprobes, fancy towels, portieres, etc. Officers have been elected as follows: President and general manager, E. Langley; vice-president, S. T. Whitaker; treasurer, R. Scott, and superintendent, E. Mitchell.

The Cotton Manufacturers' Commission Co., of Charlotte, N. C., incorporated several months ago, organized this week by electing J. H. McAden, president; W. C. Heath of Monroe, vice-president, and Geo. B. Hiss, general manager. The capital stock is \$250,000. This company intends to transact a mill commission business on a 4 per cent. basis.

Tifton (Ga.) Knitting Mills has increased capital from \$8000 to \$10,000, and will increase further to \$15,000. The new capital will be expended for a steam dye plant and twenty-five additional knitting machines, thus doubling the plant. The new machinery has been ordered, and will be in position next week. The plant's capacity will then be 200 dozen pairs of ladies' hosiery.

#### QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, May 7.

No. 10s-1 and 12s-1 warps.....	12 1/2 @ 13
No. 14s-1 warps.....	12 1/2 @ 13
No. 16s-1 warps.....	13 1/2 @ 14
No. 20s-1 warps.....	14 @
No. 22s-1 warps.....	14 1/2 @
No. 26s-1 warps.....	15 @
No. 6s to 10s yarn.....	12 1/2 @
No. 12s-1.....	12 1/2 @ 13
No. 14s-1.....	13 @ 13 1/2
No. 16s-1.....	13 @ 13 1/2
No. 20s-1.....	14 @ 14 1/2
No. 22s-1.....	14 @ 14 1/2
No. 26s-1.....	14 1/2 @ 15
No. 8s-2 ply soft yarn.....	12 1/2 @ 13
No. 10s-2 ply soft yarn.....	13 @
No. 8s-2 ply hard.....	12 1/2 @
No. 10s-2 ply hard.....	13 @ 13 1/2
No. 12s-2 ply hard.....	13 @
No. 14s-2 ply.....	13 @ 13 1/2
No. 16s-2 ply.....	13 1/2 @
No. 20s-2 ply.....	14 @ 14 1/2
No. 24s-2 ply.....	14 1/2 @
No. 26s-2 ply.....	15 @
No. 30s-2 ply yarn.....	15 1/2 @
No. 40s-2 ply.....	22 @ 22 1/2
No. 8s-3, 4 and 5 ply.....	12 1/2 @
No. 20s-2 ply chain warps.....	14 1/2 @ 14 1/2
No. 24s-2 ply chain warps.....	14 1/2 @ 15
No. 26s-2 ply chain warps.....	15 @
No. 30s-2 ply chain warps.....	15 1/2 @ 16
No. 16s-3 ply hard twist.....	13 1/2 @
No. 20s-3 ply hard twist.....	14 @ 14 1/2
No. 26s-3 ply hard twist.....	15 @

Market very dull; prices nominal.

#### Cottonseed at Memphis.

[Special Cor. Manufacturers' Record.]  
Memphis, Tenn., May 6.

Quotations for cottonseed and cottonseed products as officially posted on the Cotton Exchange today were as follows: Cottonseed, bulk, rail or wagon, \$13 per ton; river, \$14; oil, carload lots, per gallon, prime crude, 28 cents; off crude, 26 1/2 cents; prime summer yellow, 30 1/2 cents; meal in 100-ton lots, per short ton, choice, nominal; prime \$18.87 1/2 to \$19.12 1/2; off, \$17 to \$18; cake in similar quantities, choice and off, nominal; prime, \$18.87 1/2

to \$19.12 1/2; linters—No. 1, nominal; No. 2, 2 1/2 to 3 1/2; No. 3, 2 1/4 to 2 3/4 cents per pound. Receipts of cottonseed have been checked by the replanting made necessary by the overflow of the Mississippi and the recent cold weather in the central portions of the belt, and have amounted to practically nothing. The mills have, in fact, sold some of their seed for planting purposes at a slight premium over quoted figures. Oil has been very quiet, with the demand limited, and prices have declined. Offerings are fair. Cake and meal has been firm, with some advance over previous figures, reflecting the better feeling among the export buyers, the Continent bidding somewhat freely. Offerings are small, and are to be found mostly at the interior mills of this district. Linters are flat, in sympathy with the dullness in cotton.

#### Cottonseed-Oil Notes.

It is stated that a company is being organized at Utica, Miss., to co-operate with foreign capital for the purpose of erecting a cotton-oil mill.

Dr. C. F. Simmons of Live Oak, Texas, and several citizens of Beeville, Texas, have purchased a 20-ton oil mill at Luling. The work of moving and setting up the mill at Beeville will commence at once.

The steamship Glenarm cleared from Galveston, Texas, last week with 4480 sacks of cottonseed meal among her cargo for Belfast, and the steamship Paulina for Liverpool with 3111 sacks of cottonseed cake and other cargo.

The market for cottonseed oil in Texas has been quiet during the past week, with the offerings light and values steady. Prime crude oil, loose, is quoted at 27 to 28 cents, and prime summer yellow oil 30 to 31 cents; linters, per pound, 2 1/4 to 2 1/2 cents, all f. o. b. mill at interior points; hulls, baled, \$3.50; cottonseed cake and meal, \$19.50 to \$20 delivered at Galveston.

The following are the official quotations of cottonseed and cottonseed products as posted at the New Orleans Cotton Exchange on the 6th inst.: Prime refined oil in barrels, per gallon, 34 cents; off refined oil in barrels, per gallon, 33 cents; prime crude oil, loose, per gallon, 29 cents; prime cottonseed cake, per ton of 2240 pounds, \$23.50; prime cottonseed meal, per ton of 2240 pounds, \$23.25; soap stock, per pound, 1.10 cents; linters, choice, per pound, 3 1/4 cents; A, 3 1/2 cents; B, 3 3/4 cents; C, 3 cents; cottonseed in sacks delivered at New Orleans, per ton of 2000 pounds, \$14.50; in bulk delivered at New Orleans, per ton of 2000 pounds, \$13.50.

A deal was closed last week at New Orleans involving 18,000 acres of pine lands in the parish of Calcasieu, Louisiana. The lands were the property of E. F. Uhl of Grand Rapids, and the purchasers were E. N. Clark, a prominent operator of Minnesota and Michigan, and Julius Berkey, president of the Gay Furniture Co. of Grand Rapids, Mich.

Messrs. George F. Craig & Co., dealers and manufacturers of yellow-pine lumber and timber, with principal office in Drexel Building, Philadelphia, have issued a brochure highly embellished containing a classification of yellow-pine lumber as adopted by the Southern Lumber and Timber Association. It contains a number of beautiful half-tone engravings showing the primitive and modern methods of logging, saw-mills of the old and new type, and the work of loading vessels at Savannah and Fernandina, where the firm has branch offices. The work is one from which lumbermen and others can gain a fund of information.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., May 8.

During the past week the local lumber market has ruled moderately active, a considerable volume of business in certain avenues being reported. Stocks of all kinds of lumber are ample, however, for the demand at the moment, but there is more disposition on the part of dealers to increase their holdings. North Carolina pine is showing up more favorably, the demand from both domestic and foreign sources being more decided. Numerous inquiries are to hand from foreign sources, and business with the United Kingdom and Continent is likely to improve very materially during late May and early June. The local demand for lumber for building purposes is better, larger lots going into consumption for city and suburban improvements. In Georgia pine the market is very steady, with receipts fair and stocks large enough to meet all requirements. White pine, spruce, hemlock and cypress are all showing signs of improvement in demand, with values unchanged. The hardwood market is steady, with considerable business recorded for the week. The out-of-town demand is fair, and for oak, ash, walnut and poplar prices continue to show a slight improvement. The foreign hardwood trade is quiet.

#### Norfolk.

[From our own Correspondent.]  
Norfolk, Va., May 6.

The outlook in nearly all lines of the lumber industry in this section is regarded as very encouraging, and the volume of business during the month of April showed considerable expansion over that of the previous month. In North Carolina pine the movement is characterized by considerable activity, and at all milling sections mills are running on full time, although logging operations have been somewhat restricted by continuous rains. The demand from Eastern and Northern sources generally is good, and improving as the season progresses. Planing mills here are all very busy, and there is an urgent demand for dressed stock, prices for which are well maintained. The foreign inquiry for North Carolina pine has materially improved during April, and as freights are slightly easier there is a good export movement to United Kingdom and continental ports. Several prominent companies have received some large orders during the past week for North Carolina pine, while there is also some business doing in the foreign trade in hardwoods. The local demand for lumber is assuming greater proportions, as there is considerable building going on in the city proper, while at suburban points and the various summer resorts extensive improvements are in progress, so that large quantities of lumber will go into consumption locally during the next thirty or sixty days. Freights on lumber are steady, with rates unchanged at \$1.15 to Baltimore, \$1.50 to \$1.75 to Philadelphia and \$2.25 to \$2.35 to New York and Sound ports.

#### Savannah.

[From our own Correspondent.]  
Savannah, Ga., May 6.

The market for lumber in Southern Georgia is at the moment in a very satisfactory shape, with the demand from the usual sources quite pronounced. There is considerable activity at all milling

points, and orders are being received very freely at all the mills in this section. Shipments are made as fast as cars can be procured, and stocks are generally light at prominent milling stations. The following cargoes cleared for Northern and Eastern points last week: Schooner Vanlear Black for Noank, Conn., with 465,753 feet of lumber; schooner Seguin for Gardiner, Me., with 337,638 feet; schooner Joseph W. Brooks for New York with 613,832 feet; schooner John C. Schmidt for Philadelphia with 355,444 feet, and schooner Edith Olcott for New York with 18,999 cross-ties measuring 813,106 feet; also 1,200,000 feet of lumber to Northern ports by steamer, the total shipments for the week aggregating 3,785,592 feet. Prices are steady at \$10.50 to \$11 for minimum easy-sized yard stock, \$12 for car sills, \$13 to \$15 for stock 14x16 inches, depending on length. Sawed ties are quoted at \$8 per 1000 feet, and hewn ties 25 cents each. At Brunswick the market is in good shape, mills all busy and orders coming in freely from various points, domestic and foreign. Freights continue steady; recent charters as follows: Schooner Brigadier from Brunswick to New York with dry cypress at \$4.50, coal out from Philadelphia 80 cents, and schooner J. C. Smith from Brunswick to New York with dry cypress at \$4.62 1/2.

#### Mobile.

[From our own Correspondent.]  
Mobile, Ala., May 6.

The week under review has been one of unusual activity, especially in timber exports. The lumber trade is brisk, and both for the United Kingdom and Continent shipments are better than usual. Trade with South America and Cuba is rather quiet, although there is considerable inquiry from these points which later on may develop considerable actual business. The list of values in lumber continues very steady, and the stocks not accumulating to any extent. Hewn and sawn timber are both firmer, with shipments unusually heavy, being all for the United Kingdom. In sawn timber quotations are firm at 11 1/2 to 12 cents per cubic foot, and hewn timber 13 1/2 to 14 cents per cubic foot. Of sawn timber, 480,473 cubic feet went forward last week, and of hewn timber 74,927 cubic feet. With lumber shipments for the week amounting to 3,219,314 square feet, the total shipments from this port aggregated 9,884,174 superficial feet. Freights are dull, with a limited offering of desirable tonnage. Charters reported are: Schooner Charles L. Davenport, 929 tons, from Mobile to Boston with lumber at \$6.50; schooner C. A. Norton, 467 tons, from Apalachicola to New York with lumber at \$6, and a British steamer from the Gulf to Manchester or Greenock with timber at 91/3.

#### Pensacola.

[From our own Correspondent.]  
Pensacola, Fla., May 6.

The record of this, one of the greatest of the Gulf ports, and the center of the exporting industry, presents for the month of April an unusual volume of business, in wood products especially. The total valuation of all exports for April amounted to \$1,413,997. In lumber and timber the shipments aggregated 35,345,000 square feet, oak lumber 29,000 square feet, cottonwood lumber 90,000 square feet, ash logs 274, hickory lumber 10,000 square feet, and walnut lumber 36,000 square feet, besides large shipments from woodworking concerns, such as shuttle blocks, pencil cases and slats and wood handles. The market has ruled very active in all the avenues of the lumber and timber industry during the past month. At the present rate of shipment



stocks will soon be materially reduced, as at the moment there are only about 80,000 pieces of sawn timber on the market. All the mills in this section have their full quota of business, but as logs are very scarce, owing to high water, some are obliged to suspend cutting operations for the present. The list of values continues firm and hardening, both for lumber and sawn timber, the latter having advanced to 11½ cents during the past sixty or ninety days. Freight continues quiet, with a moderate offering of tonnage. Messrs. Fred O. Howe & Co. in their circular for April, issued on the 1st inst., quote the freight market as follows: "The demand continues limited and freights dull, especially for sail tonnage. We quote current rates for U. K. or Continent at £5 5s. to £5 12s. 6d.; Mediterranean, £5 to £5 5s. There is some demand for South America on the basis of \$13.50 to \$14, Montevideo or Buenos Ayres and Bahia Blanca; Rio, \$14. Steam rates are £4 10s. to £5 5s. U. K. or Continent, according to port." The British steamer Cento was chartered on the 2d inst. to load timber at Pensacola for Leith or Sunderland at 96/3; also the Spanish steamship Balbasterios I, 1581 tons, from the Gulf to Brest and St. Nazaire with timber at 112/6.

### Memphis.

[From our own Correspondent.]

Memphis, Tenn., May 6.

Business among the various hardwood lumbermen of this district during the week under review has been of an average character as compared with the past few weeks, with enough orders in hand to keep the various plants busy all the while. Business with the West has been fairly active, with good shipments of ash, poplar and cypress. The call for cottonwood, however, has been less active than for some time, the large packing-houses, as well as other consumers, taking only limited quantities from the large shippers at this point. It is understood here that some of the interior mills are unloading their stocks at concessions, with the result that those who are holding their prices at the former level are keeping most of their stock. Sales of first and seconds have been reported as low as \$16 to \$17, as against \$18 to \$20 f. o. b. this point a short time ago, though the dealers here are showing little disposition to meet this reduction. Trade with the North and East has been quiet, though all the dealers are placing some business in these sections. The export trade has continued rather quiet, too. Aside from cottonwood, there have been no special changes in the price position. Most of the dealers continue firm in their views. Plain red oak is still the leader of the list in point of strength. Stocks are, as a rule, pretty full, except in poplar, plain red oak and Arkansas cypress. Excellent progress has been made in the bringing in of logs, the water being high enough to enable the logmen to raft their cut freely. As much as 10,000,000 feet of timber has been consigned to several of the mills during the week, with prospects for increasing the supply good. The mills are now beyond the danger of the scarcity threatened a short time ago. The retail business has been of a very satisfactory character, the call for all classes of building material being exceptionally good. There has been no change in prices. The building boom is still in progress, with the number of building permits breaking all records in former years.

### Beaumont.

[From our own Correspondent.]

Beaumont, Texas, May 4.

It is gratifying to note that the famine in shingles which has prevailed all winter

is nearing its end. Shingles are much easier to obtain than they were a short while since. The prices have not yet declined, but they have not done so because it is still necessary to ship green shingles. The Texas trade during the past two weeks has not been as voluminous as during the winter, nor could this be expected. Usually at this time of the year there is no trade at all. But if it had kept up the mills could not have handled it, for their stocks are so light now that it is difficult to fill a general order. Stocks on hand April 1 were 140,000,000 feet at long-leaf mills. On May 1 they were about the same, there being no decrease or increase as a general thing. The Western trade has not declined in volume nor in price. Quite a good many orders are received for dimension from Nebraska and Kansas. There is a particularly good demand for bill stuff for shipment to the large Western cities for use in the construction of warehouses, factories, mills, etc. It is a noticeable fact that nearly every one of these bills calls for the timber to be surfaced on four sides. There are not many mills that are possessed of the requisite machinery to do this, but the time is coming when every saw-mill will have to have a large timber sizer.

### By-Products of Charcoal.

Among the wastes of industry which are gradually, through a combination of ingenuity and science, becoming valuable products, are those associated with the handling of forest products. Probably no greater progress in the recovery of wastes has been made in any of this domain than in that connected with charcoal production. And an interesting description of the processes and the results in Germany is given in the report by United States Consul-General Frank H. Mason at Berlin. He finds that with the development of coke manufacture in Germany by the use of retort ovens, which recover the ammonia, gas, tar and its valuable derivatives, such an improvement has been made in methods and opportunities for wood distillation, by which every valuable element in the wood is saved and added to the wealth-producing power of the forest, that special patented processes have been devised for using even sawdust and the rough outer bark of trees as material for the manufacture of charcoal and other products.

The products of wood distillation Mr. Mason divides into four primary groups:

- (1). Uncondensed gases, which may be burned as fuel, or, after certain treatment, used for illuminating purposes.
- (2). Tar, from which are derived benzol, naphthalene, paraffin, rosin and phenyl acid (creosote).
- (3). Pyroligneous acid (wood vinegar), from which are derived acetic acid, acetone and methyl or wood alcohol.
- (4). Charcoal.

The quantities of these several products vary considerably, according to the various kinds of timber used, the charcoal being about one-quarter of the entire weight of the wood and the total distillates about one-half.

The tar obtained as a by-product of charcoal manufactured from hardwoods is mainly used for the production of creosote and applied as a protection against decay to posts, railway ties, paving blocks, etc. From the tar are obtained a number of products which are used as the bases for aniline colors.

By far the most important by-product of wood distillation in charcoal manufacture is the pyroligneous acid or wood vinegar, from which pure acetic acid is derived by several processes. Pure acetic acid is used for many purposes, among

them the making of edible vinegar. From it also are derived acetone, a colorless liquid, used as a solvent in aniline and several other branches of chemical manufacture, especially in the production of smokeless powder and other explosives, and wood spirits or methyl alcohol, a colorless, volatile, inflammable liquid, which burns with a bluish flame, dissolves resins, gums and essential oils, and is extensively used in the manufacture of lacs and varnishes, and for the denaturalization of spirits which are to be used for industrial purposes.

### Lumber Notes.

The L'Anquille Lumber Co. of Little Rock, Ark., has been chartered, with a capital stock of \$20,000 to be increased to \$100,000.

The Columbus Chair Factory at Columbus, Miss., has been chartered, with a capital stock of \$5000. The incorporators are E. S. Donnell, Leopold Loeb and E. S. Williams.

The domestic exports of lumber from the port of Jacksonville, Fla., for the month of April aggregated 12,286,189 feet, railroad ties 28,750 and shingles 31,400 bundles.

The shipments of lumber from the port of Fernandina, Fla., during the month of April amounted to 9,454,781 feet coastwise and 3,153,003 foreign, or a total of 12,607,784 feet.

Receipts of lumber at the port of New Orleans for the week ending the 3d inst. amounted to 2,709,438 feet, and for the season 93,532,135 feet, against 71,430,986 feet last season.

The plant of the C. W. Allemoning Planing Mills, located in the suburbs of Winchester, Va., was totally destroyed by fire on the 1st inst. The loss is about \$5000, with \$1000 insurance.

J. B. Stroud, J. W. Cook and Dr. M. E. Street, North Carolina lumbermen, closed a timber-land deal last week with Col. Raymond Cay at Tallahassee, Fla., aggregating more than \$40,000.

The veneering factory at Elizabeth City, N. C., has commenced operations, and will increase its working force when all the machines are set. The factory will turn out barrels, butter trays, pea baskets, etc.

The Card Lumber Co. is erecting a band-saw mill on its property three miles east of Scottsboro, Ala., which it recently purchased, the price paid being \$9000 for 800 acres. It is said to be among the finest timber tracts in Jackson county.

The Enterprise Lumber Co. of Enterprise, Miss., was organized last week, and will begin business at once. The following officers were elected: M. W. Buckley, president; T. J. O'Terrell, treasurer; G. Oliphant, Jr., secretary and general manager.

The East Baltimore Lumber Co. was incorporated last week at Baltimore, Md., by Charles R. Coleman, Charles F. Motz, Henry A. Clark, Charles H. Colburn and Joseph B. Seth. The capital stock is \$2500, divided into fifty shares of \$50 each.

It is stated that the A. C. Brown Lumber Co. and Isaac Stevenson have sold to Mr. Weyerhaeuser of St. Paul, Minn., and the firm of Lindsay & Phelps of Davenport, Iowa, 70,000 acres of virgin pine in Natchitoches, Vernon and Sabine parishes, Louisiana.

The Palmetto Land & Lumber Co. of New Orleans has been chartered, with a capital stock of \$100,000. The officers of the company are William J. Barkley, president; Nicholas W. Murphy, vice-president, and James W. Martin, secretary and treasurer.

The shipments of timber and lumber from Pensacola, Fla., for the month of April were unusually heavy, amounting to 35,345,000 feet; also lots of cottonwood lumber amounting to 90,000 feet, oak lumber 20,000 feet, hickory 10,000 feet, walnut 25,000 feet and ash logs 274.

D. V. Perkins of the Lott & Perkins Lumber Co. of Inda, Miss., has purchased from the L. N. Dantzier Lumber Co. of Moss Point, Miss., a tract of 8000 acres of pine land in Harrison county contiguous to the Gulf & Ship Island Railroad, the consideration being \$30,000.

The Pike Lumber Co.'s saw-mill plant, located near Wilmington, N. C., was sold last week by commissioners of the United States Court to Thomas H. Wright for \$4115. A tract of 1106 acres of Pike Company's timber land was sold at the same time to W. D. Hays of Pittsburg, Pa.

The National Veneer Co. of Charleston, W. Va., for the purpose of manufacturing veneers, wood turnings and furniture, has been chartered, with a capital of \$50,000. The incorporators are Harrison B. Smith, Joseph W. Roche, E. A. Barnes, W. S. Lewis and others of Charleston.

It is reported that Mr. Jacob Knupp of Ozark, Ala., who owns a hardwood plant near Midland, has completed a deal by which a number of hardwood plants in several Southern States have consolidated their interests. The company is said to be capitalized at \$500,000, represented largely by lands and mill plants.

The Greenville Manufacturing Co. of Greenville, N. C., has been incorporated, with a capital of \$8000, to be increased to \$30,000. The company will manufacture sash, doors, blinds and convey real estate, timber and personal property. The incorporators are Messrs. J. G. Moye, R. W. King, C. B. West, J. A. Andrews and others.

The planing mill and variety works of D. P. Averitt at Statesboro, Ga., were destroyed by fire on the 30th ult. Besides the outfit, there was about \$2000 worth of lumber, sash, doors, blinds, etc., on hand, all of which was a total loss. The plant was valued at between \$6000 and \$7000, which, added to loss of stock, ran the amount up to nearly \$10,000, with no insurance.

It is stated that Mr. Abraham West of Madison, Fla., has closed a deal with a large Michigan concern for the sale of 45,000 acres of timber land in Taylor county, Florida, at \$4 per acre, or \$180,000. It is understood that the Michigan company expects to develop the lands by the erection of mills and naval-store factories. About two years ago this land was purchased for one dollar an acre.

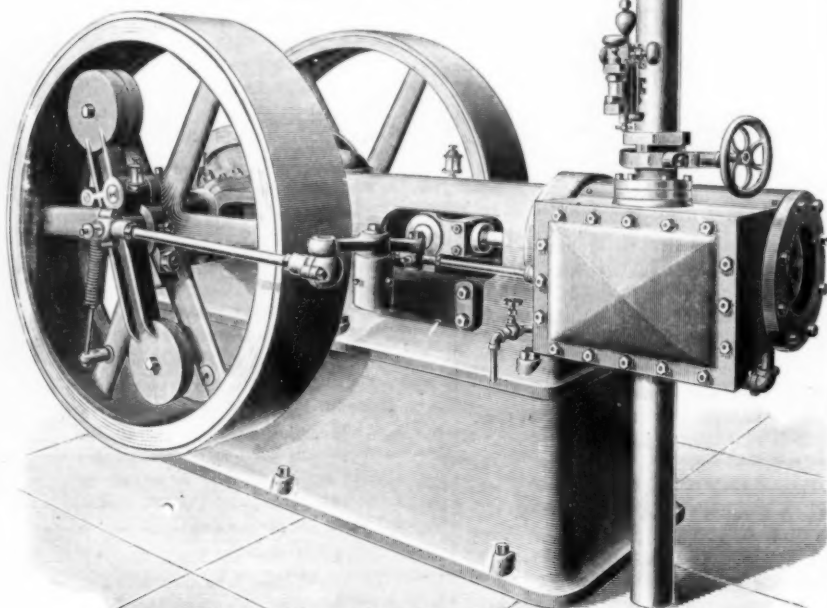
The shipments of lumber from the port of Mobile, Ala., for the week ending the 5th inst. aggregated 3,219,314 feet, and for the season 77,647,200 feet, against 106,587,772 feet last season. The shipments of hewn timber for the week amounted to 74,927 cubic feet, and of sawn timber 480,478 cubic feet. The total shipments for the week of timber and lumber reduced to superficial feet amounted to 9,884,174.

The Donaldsonville Cooperage Co., Limited, of Donaldsonville, La., was chartered last week, with a capital of \$50,000. The first board of directors is composed of Victor Viosca, president; Dr. Roger Stieb, vice-president; James P. Kock, Leopold Christ and P. Percy Viosca. It is proposed to erect a barrel factory at Donaldsonville and to begin operations at the earliest practicable moment, in order to be in the market with barrel material for the next rice and sugar crop.

**MECHANICAL.****Liddell High-Speed Engine.**

Power users, especially electric-light manufacturers and those utilizing high-speed engines, will find of interest the accompanying illustration of the Liddell High-Speed Engine. This center-crank cut-off machine is being marketed by Messrs. W. H. Gibbs & Co., the well-known machinery and supply dealers of Columbia, S. C. It is built by the Liddell Company, Charlotte, N. C.

This engine has been on the market



LIDDELL HIGH-SPEED ENGINE.

three years, and as Southern cotton mills, flour mills, modern cotton ginneries and other plants have learned the advantages of perfect regulation and economy in fuel, the Liddell engine has been installed by many of them. The maker of this engine has selected the valve best suited to the needs of customers; the governor, it believes, will regulate the closest and be most durable; the style of frame is considered best adapted for continuous duty, and other designs and parts as wide experience dictated.

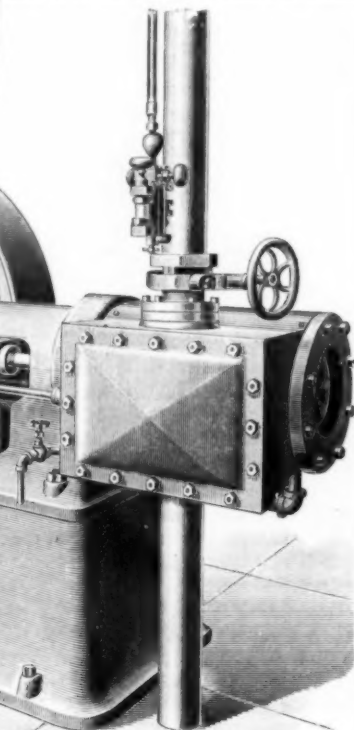
The valve is the Professor Sweet type, and is perfectly balanced. The eccentric, always more or less a source of trouble in high-speed engines, is dispensed with by the use of an outside connected governor, and all the parts are easily accessible. The Rites governor is used exclusively on this engine, whose makers believe it is the simplest device yet invented for governing an engine. It accords well with the general construction and minimizes the number of parts. The frame is of box type, crankshaft is a solid steel forging, pillow blocks are bored to receive cast-iron shells lined with babbit metal, and the lubrication is based on successful experience.

This engine is made in sizes from 20 to 150 horse-power. Further details of each part and other particulars can be obtained by addressing Messrs. Gibbs & Co.

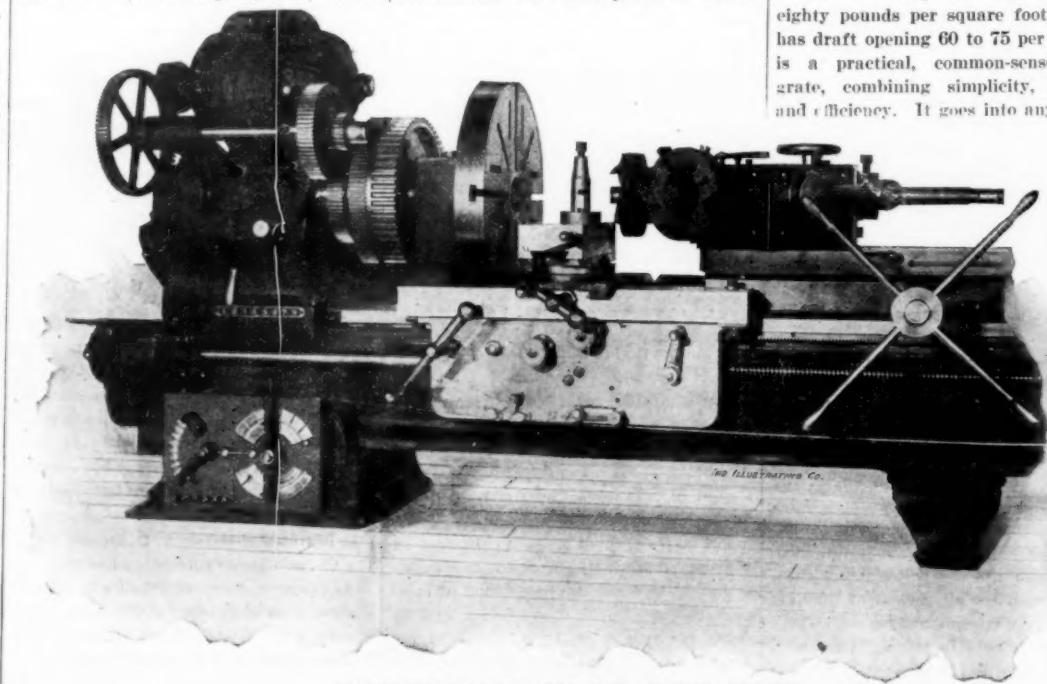
**"Commercial" Motors for Engine Lathes.**

The accompanying illustration shows a "Commercial" double-commutator motor direct-gear to a heavy-pattern engine lathe. This motor is of the semi-enclosed type, very compact, and so arranged that the greatest torque is secured at the lowest speed. The winding and gearing are so arranged that twelve different speeds at the spindle are secured without the insertion of any resistances in the arma-

ture circuit of the motor. The controller is arranged and so connected that the starting and stopping of the lathe is accomplished at the apron of the carriage. The controller is designed with an interlocking mechanism, so that it is impossible to make two combinations of circuits simultaneously. By the use of this system of propulsion, it is claimed to be possible to secure a greater pulling or cutting



power than can possibly be secured by the ordinary belt-driven engine lathe. In addition to the above, the usage of all belting and shafting are eliminated, the advantages of which are apparent. It is stated that experience has demonstrated that the output of the lathe driven with this equipment has been increased about 35 per cent. over that of the corresponding belt-driven tool. The Commercial Electric Co., Indianapolis, Ind., builds



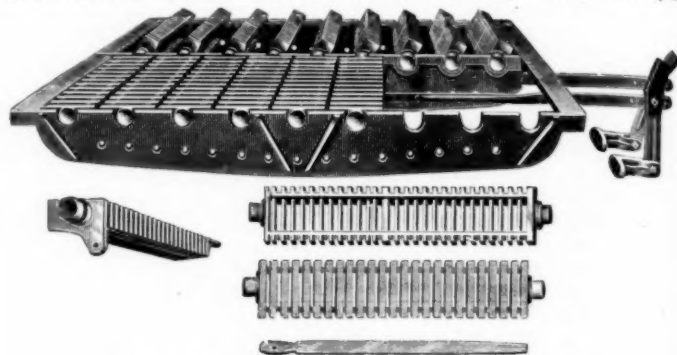
"COMMERCIAL" MOTORS FOR ENGINE LATHES.

this motor and others specially adapted for operating all classes of tools. Write for further particulars.

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

**Kelly Furnace Grate.**

It is well known that to create combustion there must be present a sufficient amount of oxygen to properly support the gases generated by the burning fuel. This



KELLY'S LATEST DUMPING AND ROCKING GRATE.

gas by itself, and in the absence of air, is non-combustible. It follows, therefore, that if the proper amount of air can be introduced into the furnace combustion would be perfect. It is contended that the more air there is admitted the better

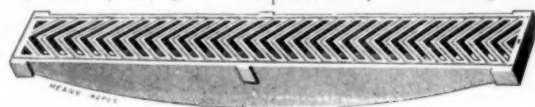
This point is left with those most interested. The Kelly Improved Grate, here illustrated, is claimed to meet fully the requirements indicated. The maker says it will "admit to the furnace 10 per cent. more air than any other grate can, there



KELLY'S IMPROVED GRATE BAR.

and nearer perfect combustion will be. Another important point is that the air must be equally distributed in a manner to effect combination with the gases. Every square inch of grate must get its proportion. Therefore, the grate that

does not come to the fire surface, but it is one inch below it. This allows a draft circulation above the side bar, which keeps it cool and protects the strength of the grate from the direct action of heat. Therefore, it cannot sag down, heave up



KELLY "V" GRATE.

will admit the greatest volume of air and equally distribute same is demanded. It is the nature of the fire, not the quantity, that makes steam, and the grate that affords the best combustion is the most economical. Note this question: If the

or warp." The metal used in its construction is a mixture of standard brands of pig-iron, and selected after eight years' experience as best calculated to give strength and resist heat. This grate is made to fit any size furnace, weighs eighty pounds per square foot complete, has draft opening 60 to 75 per cent., and is a practical, common-sense rocking grate, combining simplicity, durability and efficiency. It goes into any ordinary

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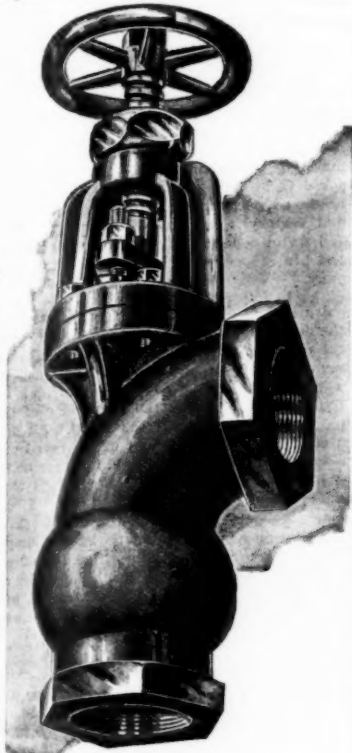


upper edge of ashpit door; this to receive socket of hand lever. By this method is avoided cutting up the boiler front and the shaking, jarring and consequent loosening of the brick lining inside of front.

For further details address the maker, Kelly Foundry & Machine Co., Goshen, Indiana.

#### "Eclipse" Blow-Off Valve.

Manufacturers and other industrial operators who build, use or will install



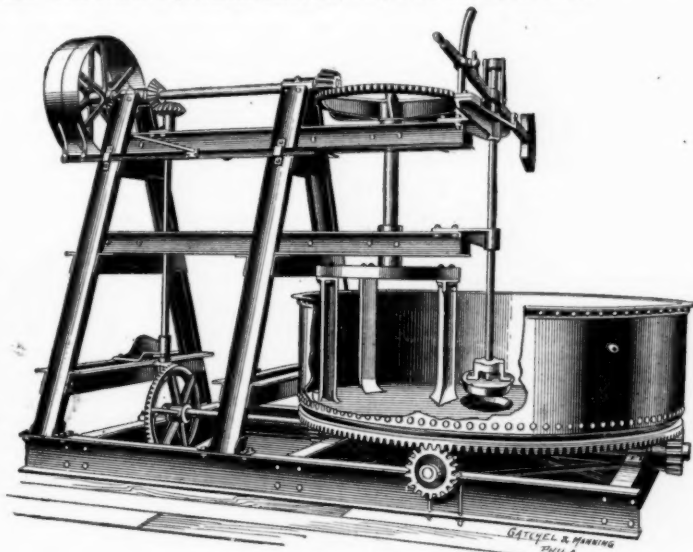
"ECLIPSE" BLOW-OFF VALVE.

high-pressure boilers will find the accompanying illustration of the "Eclipse" blow-off valve of interest. The demand for a first-class blow-off cock to be used

choking. It can be reseated with full boiler pressure without leakage or danger. The greater the pressure the tighter the valve. Some leading builders of high-pressure boilers are using this valve. For further particulars address the maker, the John Davis Company, 51-79 Michigan street, Chicago.

#### Bank Grille Work.

The J. E. Bolles Iron and Wire Works, Detroit, Mich., has recently furnished a very neat but inexpensive design of steel grille work for the Peninsular Savings Bank. This design is presented herewith,



IMPROVED MIXING MACHINE.

taken from a photograph of the interior of the bank.

This work has been greatly admired for its peculiar combination of beauty and simplicity.

The metal work, including the bevel plate-glass base, is forty-two inches high from the counter. It has a molded-top finish, which surmounts a narrow grille panel and gives what the architect doubt-

This machine will mix any material, liquid, plastic or dry, that can be mixed by stirring, such as slacking of lime, mixing mortar, paint, fertilizers, etc.

The pan is 7 feet diameter by 2 feet deep; capacity 77 cubic feet, or 380 gallons; length of machine 12 feet, height 8 feet.

The entire frame is of steel construction, giving great strength and stiffness,

#### Improved Mixing Machine.

The proper mixing of materials is an important function in many manufacturing and construction operations. Machinery for mixing has been introduced, in common with numberless other improved mechanical devices, in many avenues of industrial life. To build mixing machinery of approved design and construction, so that full satisfaction is obtainable from its use, has attracted some leading manufacturers. Among these is Chas. A. Teal of 1361 Ridge avenue, Philadelphia. An illustration is here presented of Mr. Teal's improved mixing machine.

All movements are transmitted through spur and bevel gearing instead of chain and chain wheels, as commonly done.

The valve is worked by counterbalanced hand-lever, and is held in any position by binding screw as shown.

For thick, plastic materials the machines are built with two sets of mixing legs, one set each side of the center of the pan, and provided with a scraper to let down to the bottom of the pan when emptying, to lead the material toward the outlet.

These machines run quietly, and are durable and lasting, and will turn out an immense amount of work.

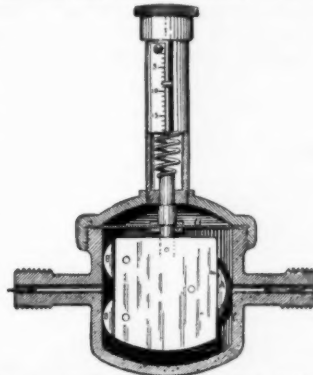
#### Graduated Automatic Reducing Valve.

The valve here illustrated reduces and regulates high pressures exactly and automatically; no packing; no leakage; absolutely airtight.

It handles high or low pressures or temperatures. The principle is claimed to be entirely new.

It is graduated, and when the indicator is set at ten pounds or any other point it maintains that pressure automatically, however much the high pressure may vary.

For brewers and bottlers, particularly, this valve meets a long-felt want. As a blow-off valve for carbonic acid generated in the chip cask a special by-pass permits any excess of pressure above the indicator to pass off, while it maintains the pressure up to that point without variation. In this way an outlay of a few



GRADUATED AUT. REDUCING VALVE.

dollars saves an expense of hundreds for more elaborate devices.

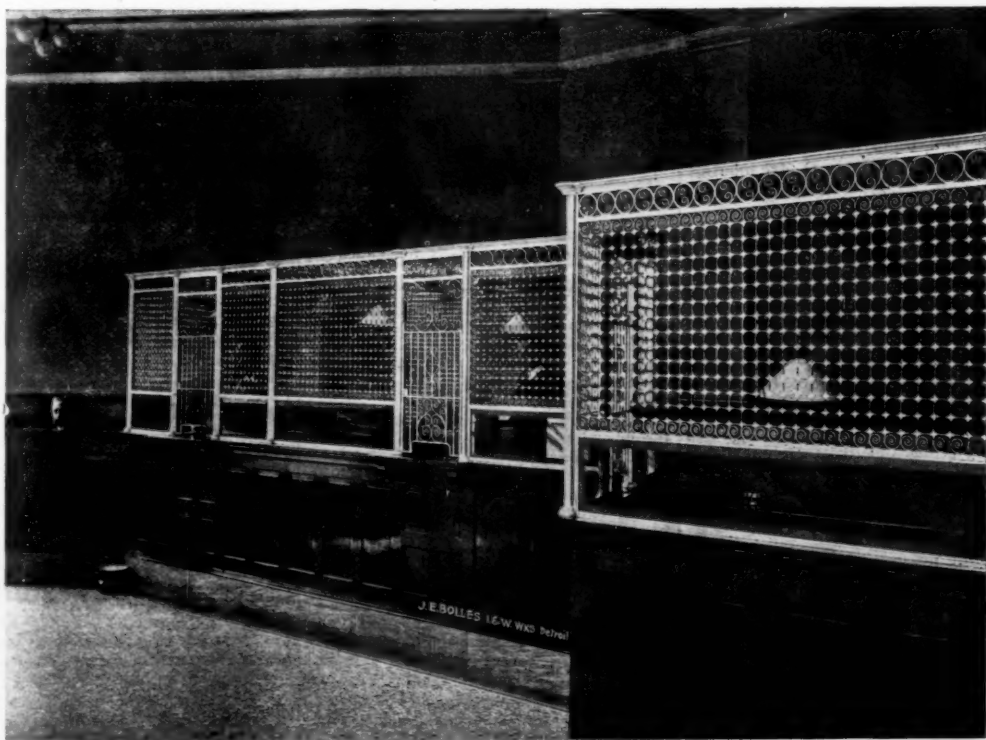
The valve is equally efficient in regulating the pressure in connection with racking and bottling machines.

For saloonkeepers it offers the advantages that, being absolutely airtight, it preserves the beer fresh from two to three days longer than any other regulator; it supplies the place of carbonic acid, and at far less cost preserves the qualities in the beer claimed for that expensive gas; dispenses with the necessity for changing from full to half barrels where sales are limited; gives better service from water pumps, taking compressed air at any high pressure and delivering it automatically at any desired low pressure.

The valve is manufactured by the Automatic Reducing Valve Co., 125 La Salle street, Chicago.

#### For Water-Power.

The Commercial Clubs of Louisville, Ky., and New Albany, Ind., have each appointed a committee for united action to bring about the utilization of the water-power of the falls of the Ohio near the two cities. Mr. J. C. Van Pelt, secretary of the Louisville Commercial Club, announces that communications regarding plans and estimates for the improvement and giving other information bearing upon it will be regarded as confidential unless consent is given for their publication.



DESIGN OF STEEL GRILLE WORK FOR PENINSULAR SAVINGS BANK, DETROIT, MICH.

on high-pressure boilers prompted the manufacture of this valve. The maker confidently believes it offers a valve that will meet all requirements. The valve can be opened and closed as often as necessary without danger of clogging or

less sought after, viz., a uniformity of design pleasing to the eye and in harmony with the general interior of the bank.

The Bolles firm makes a specialty of bank metal work, elevator enclosures and cars.

beside being neat and light. Bed frame is of I beams joined with angles and diagonal braces under the pan, all joints being made with hot rivets.

The A frames are of channels and angles, and are also riveted hot.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., May 8.

The local market for phosphate rock has ruled moderately active during the week, the demand, however, showing no material increase. Prices are about steady. The conditions surrounding the phosphate industry throughout the Southern phosphate belt are of a somewhat more favorable character. Mining in South Carolina is likely to be more actively pursued, as stocks of rock are being materially reduced. A sale of 30,000 tons of rock is reported to have been made by the Coosaw Company of Beaufort to the Virginia-Carolina Chemical Co. Several companies in South Carolina are expected to commence operations at once. The tone of the market at Charleston is steady, with crude phosphate rock at the mines quoted at \$3 and hot-air-dried \$4.50 f. o. b. Ashley river. In Florida the market is a shade better, with pebble rock firm and a better foreign inquiry. Hard rock is being shipped in greater quantities from the ports, and miners are working their deposits with better success. The outlook in Tennessee is regarded as more satisfactory, the weather being favorable for mining operations, and while both the domestic and foreign inquiry is light at the moment, indications point to considerable business from both sources during late May and early June. Stocks are being rapidly depleted, foreign shipments from Pensacola during April amounting to 16,108 tons. Values throughout the list are steady, with holders not disposed to make concessions in order to effect sales. The following phosphate charters were reported last week: Schooner E. W. Clark, 850 tons, from Punta Gorda to Baltimore with rock at or about \$1.70; British steamer Hexham, 1046 tons, from Fernandina, Fla., or Savannah, Ga., to Rotterdam with rock at 13/4; and British ship Fiery Cross, 1390 tons, from Tampa to Melbourne with rock at 30/4, June-July.

### Fertilizer Ingredients.

There is an active demand for ammoniates, but only at prices lower than producers are at present asking. It is stated that stocks in the West are accumulating to some extent. The offerings of dried blood and tankage are moderate. Fish scrap is in good demand at full prices. Nitrate of soda is firm, with a moderate trade reported.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 65	@ 2 67 1/2
Nitrate of soda, spot Balto.....	1 85	@ 1 90
N. York.....	1 85	@ 1 90
Blood.....	2 35	@ 2 27 1/2
Azotline (beef).....	2 35	@ 2 35
Azotline (pork).....	2 35	@ 2 35
Tankage (concentrated).....	2 17 1/2	@ 2 17 1/2
Tankage (S and 20).....	2 30 & 10 25	@ 2 30 & 10 25
Tankage (7 and 30).....	21 00	@ 21 50
Fish (dry).....	27 50	@ 30 00

### Phosphate and Fertilizer Notes.

The shipments of phosphate rock from the port of Fernandina, Fla., during the month of April amounted to 8350 tons.

During the month of April the shipments of Tennessee phosphate rock from the port of Pensacola, Fla., amounted to 16,108 tons.

The schooner Mary Curtis cleared last week from Charleston, S. C., for Norfolk with a cargo of 600 tons of phosphate rock. The total domestic shipments of phosphate rock from Charleston for the season amount to 26,393 tons.

It is stated that Mr. H. C. Smith of Chattanooga and a party of prospectors have discovered large deposits of kaolin near Rossville, Ga. Expert chemists are expected in a few days to make a report

on the quality of the kaolin and glass sand.

Messrs. J. M. Lang & Co. of Savannah, Ga., report the shipments of high-grade Florida phosphate rock from that port for the month of April at 16,428 tons, previously reported 38,551 tons, making total shipments for four months ending April 30, 54,979 tons. The British steamship Haxby cleared last week from Savannah with 2519 tons of phosphate rock for Bremen.

It is stated that the Coosaw Mining Co. of Beaufort, S. C., has just sold to the Virginia-Carolina Chemical Co. 30,000 tons of phosphate rock, and in consequence will resume active operations in the near future. It is proposed to build a spur from the main line of the Charleston & Western Carolina Railroad to the Coosaw works, a distance of nearly two miles, in order to expedite the handling of the big consignment.

The Sumner Phosphate Co. of Phosphate, Sumner county, Tennessee, held its annual meeting on the 30th ult. Secretary John S. Denton submitted his annual report, which showed satisfactory operations during the past year. The stockholders elected the following directors for the ensuing year: T. E. Knauss of Columbus, Ohio; R. L. Round of Columbus, Ohio; D. B. Anderson of Gallatin, John W. Fry of Columbia and John S. Denton of Nashville. The directors elected the following officers: T. E. Knauss, president; D. B. Anderson, vice-president; J. W. Fry, treasurer, and John S. Denton, secretary.

### To Develop Power.

It is announced that Messrs. F. F. Van Deventer and F. E. Boardman of Knoxville, Tenn., will organize a company to develop the water-power of the Yadkin river not far from Charlotte, N. C. Regarding the plan Mr. Boardman is quoted by the Knoxville Sentinel as follows:

"Mr. Van Deventer and myself are interested in a proposition to dam the Yadkin river for the purpose of supplying electric light and power to Charlotte, Concord and Salisbury, N. C. About \$800,000 will be spent on the enterprise. The Fidelity Deposit Co. of Newark, N. J., is financing the scheme. A solid masonry dam 500 feet in length and thirty feet in height will be built. The work of construction will begin about June 1, and will be completed in about twelve months. A thoroughly modern electric plant will be installed. The surveys and drawings have already been completed. The capacity of the plant will be 10,000 horse-power. We have already contracted for 3000 horse-power with the cotton mills, cottonseed-oil mills and other manufacturing concerns near these towns. Another 3000 horse-power will be contracted for in a few days for operating the street lights and railways of Charlotte and Salisbury. In addition, small contracts for domestic uses will be made."

Loom Fixing and Weaving. By G. F. Ivey. Price \$1.25.

Less than five years ago Mr. George T. Ivey, who has been textile instructor in the North Carolina College of Mechanic Arts, and who is now superintendent of the Holt-Williamson Manufacturing Co. of Fayetteville, N. C., realizing from experience the necessity for some book that would describe the troubles about fixing looms and would suggest remedies, published his convenient work on loom fixing and weaving. It was given a gratifying reception, indicated by the fact that copies have found sale among employees of cotton mills in New Hampshire, Massachusetts, Connecticut, New Jersey, Maryland, Virginia, North Carolina,

South Carolina, Georgia, Alabama, Indiana and Colorado. The edition was soon exhausted, and, the demand for the book still growing, a second edition has just been published. In this is condensed the experience and study of more than fifteen years in Northern and Southern mills and machine shops. Every trouble of a loom-fixer is mentioned and a remedy suggested. Much valuable matter has been added, the chapter on weavers' calculations having been doubled in length, and an entire chapter on the Northrop or Draper loom having been written.

The Kentucky Wagon Works of Louisville, Ky., during the eleven months ending April 1 completed 28,000 vehicles. The company has increased its capital to \$1,000,000 in order to enlarge its plant.

### TRADE NOTES.

Exhaust Heads for British.—The British government has sent an order for Burt Exhaust Heads to the manufacturer, Burt Manufacturing Co., Akron, Ohio.

Blakeslee Engines.—The Blakeslee Manufacturing Co., Birmingham, Ala., recently made shipment of two carloads of Blakeslee Gas and Gasoline Engines to its Dallas (Texas) warehouse.

A Ball Engine.—Alsen Cement Co., West Camp, N. Y., has ordered a 200-horse-power tandem-compound engine, arranged for direct-connection to generation, from the Ball Engine Co., Erie, Pa.

Factory Building.—A brick factory building located in West Virginia timber district is available for industrial purposes. Cheap fuel is at hand. For particulars address W. A. McCorkle, Charleston, W. Va.

Machinery for Sale.—Abram Logan, Oil City, Pa., dealer in machinery, is offering an exceptional lot of machinery to close out an estate. Send for details regarding grist mill, steam engines, machine tools, etc., in the list.

Peck-Hammond Heating.—Natchez, Miss., has contracted for the building of a large school, which is to be equipped with the system of heating and ventilation offered by the Peck-Hammond Company of Cincinnati.

Contractors' Plant for Sale.—Seventy-five thousand feet of wire rope, lanterns, 2500 feet two-and-one-half-inch fire hose, ice picks and other contractors' plant equipment is offered for sale as a whole or in separate lots. Address E. J. Kane, 200 Front street, New York.

Remington Automobiles.—The business of the Remington Automobile & Motor Co., Ilion, N. Y., has increased to such an extent that it is compelled to seek larger factory quarters, and has arranged to remove to Utica, N. Y., 43-45 First street, where all correspondence should be addressed in future.

Kirker-Bender Fire Escapes.—These efficient devices are continually demanded by those who become conversant with their merits. Dow Wire Works Co., Louisville, Ky., makes these escapes, and has recently sold two for the Norton Infirmary at Louisville and two additional escapes to city of Louisville. This makes about seventy of these fire escapes built in Louisville alone.

Economy in Lubrication.—Those manufacturers and power-users who are interested in the highest economy in lubrication and the reduction of frictional losses to a minimum are invited to investigate the Dodge Patent Capillary Bearings. The use of this bearing eliminates the use of men constantly employed in oiling the old-style of shaft bearing. Ask the Dodge Manufacturing Co., Mishawaka, Ind., for further details.

New Broom-Rack.—Retail merchants who handle brooms should examine the merits of the new broom-rack offered by R. L. Edwards of Itta Bena, Miss. This rack is suspended from the ceiling and holds three dozen brooms, the pendant rod being long enough to raise or lower the broom-holder to suit the height of ceiling. It can be taken to pieces and packed in small package. Inquiries are solicited for State rights and other details.

Locate at Fort Smith, Ark.—Those seeking a most advantageous location for a manufacturing or wholesale business are earnestly requested to investigate the city of Fort Smith, Ark. This city is situated on two

ridges, center of a coal area of 30,000 square miles, timber of all kinds is at hand, railroads are plentiful. The aggregate business of Fort Smith for 1900 amounted to \$16,000,000. Address "Secretary Commercial League" for particulars if you are interested.

Fernholtz Brick Machinery.—Continued activity in building operations throughout the South ensures the demand for brick, and orders are being placed for much brick machinery for the section. Fernholtz Brick Machinery Co., St. Louis, Mo., makes and supplies much of this machinery. This company has lately filled some important orders in the South. It has just sold equipment for a 40,000-capacity plant at Dallas, Texas, where it recently placed a 20,000-capacity equipment for another firm.

Fire-hydrant Contract.—The manufacture of fire hydrants is an important operation. Engineers generally order only those hydrants that have proven merit. Proven merit is seen in the case of the Pleuger & Henger Manufacturing Co.'s fire hydrants. Four hundred of these hydrants have been ordered from the company by the city of St. Louis, where the said company has its offices and factory. A general line of plumbing and water-works specialties and general iron and brass specialties is offered by the company.

Sturtevant.—The B. F. Sturtevant Co., Boston, Mass., is rapidly recovering from the effects of the fire of April 14, which affected only the engine and electrical departments. With only a day's delay incident to the renewal of belts, the remainder of the plant has been running as usual. Already a complete new equipment of improved machine tools is nearly installed in other buildings. As the Sturtevant Co. employs electric transmission for the driving of a considerable portion of its tools, this work of installation has been a comparatively simple matter. Further delay in shipment of engine and electrical work is unlikely, for no patterns or drawings were destroyed, and the foundry, with a large stock of castings, is intact.

Benbow Company, Manufacturers' Agents. The demand for general machinery and other products keeps the agents busily engaged in supplying it. Among the leading manufacturers' agents is the W. C. Benbow Company of Columbus, Ohio. This company secured a number of good orders in April. These orders came from different sections of West Virginia and Ohio. Among the shipments of electrical machinery made was a 30-horse-power motor, another 30-horse-power motor, 20-kilowatt dynamo, 10-horse-power motor, 10-horse-power motor and power pump (portable), 150-kilowatt dynamo and 250-horse-power steam engine, 10 horse-power gas engine directly coupled to 100-light dynamo, and a five-kilowatt dynamo. Sundry fans, arc lamps, Benbow patent insulators, etc., were also shipped last month.

Improved Bascule Bridge.—Those interested in improved bridge construction are earnestly invited to investigate the merits of the Hall Bascule Bridge over other bascule or lift bridges. This improved bridge is built by the Hall Bascule Bridge Co., 1322 Unity Building, Chicago. The company says this bridge has no counterweight, thus saving 800,000 to 1,000,000 pounds of cast iron; requires no outstanding pier to carry track for rolling operation of bridge; obtains a greater clear waterway at less cost of bridge; costs 25 per cent. less to build than other bridges of its type; requires but half the usual time for construction, owing to the saving in field work, and that there is no blocking of frontage to adjoining property by the projecting tail end of the bridge back of the dock line above grade. Write for any further facts wanted.

Saw-mill Machinery.—Lumber manufacturing is one of the leading industries, and the construction of machinery for saw and planing mills and kindred plants is therefore an important industry. Messrs. Wm. E. Hill & Co., Kalamazoo, Mich., are prominent in the machinery-construction world, and their equipments and supplies go to all sections for use by the most prominent lumber manufacturers. The recent sales of the Hill firm included numerous Southern shipments, among which was a 5x5-inch vertical engine; two marine drag saws and steam dog and engine; combination lathe packer and trimmer; mammoth stationary niggers; steam draw saw; oscillating nigger; stationary nigger, steam log stop and loader, steam un-loader and steam dog; two sets live rolls and driving rigs for same, steam log stop and loader, overhead slasher, and many other modern devices and machines. These few references indicate the wide range of saw-mill goods made by Hill & Co.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Bessemer—Electric-light and Power Plant. It has been decided affirmatively to issue \$30,000 of bonds for erection of the electric-light and power plant recently mentioned. Address "The Mayor."

Birmingham—Coal Mines, etc.—J. B. Finley and associates of Pittsburg, Pa., have purchased Virginia & Alabama Coal Co.'s mines and lands, and will buy other properties and organize a new company for their operation and full development.

Birmingham—Steel-rail Mill, Furnaces, etc. Plans for a financial reorganization of the Tennessee Coal, Iron & Railroad Co. provide for \$3,000,000 worth of the new bonds being expended for improvements of the furnaces, mines, etc., of the company and the construction of a large rail mill; Don H. Bacon, chairman of board, New York city.

Hartselle—Gas and Oil Wells.—Capt. A. F. Lucas of Beaumont, Texas, has leased land near Hartselle, and will drill test wells for gas and oil.

Hartselle—Oil Wells.—Morgan County Oil & Asphalt Co. has organized, with \$50,000 capital stock and D. W. Day, manager, to drill for oil.

Hartselle—Oil Wells.—Hartselle Oil & Gas Co. has organized, with E. M. Russell of Decatur, president, and Robert Sobotka of Hartselle, secretary, to drill for gas and oil; capital stock \$100,000.

Huntsville—Cotton Mill.—It is locally believed that the Merrimack Manufacturing Co. intends to erect its second mill this season, spindles to number 25,000 and looms 850.

Leeds—Coal Mines.—Samuel Stephens has commenced the development of coal mines.

Mobile—Oil-pipe Lines.—Fuel Oil Transit Co. has been incorporated, with capital stock of \$150,000, by W. C. Spotswood, president; Horace Turner, secretary, and Harry Hartwell, treasurer, for the purpose of transporting crude oil from the Texas oil fields.

Newhope—Bridge.—Plans have been accepted by county commissioners for steel drawbridge over Paint Rock river. Address "County Commissioners."

Opelika—Corn and Flour Mill, etc.—D. L. Foster has leased 250-barrel flour mill, 1000-bushel corn mill and 30,000-bushel grain elevator, all idle five years; expects to remodel and improve plant.

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Scottsboro—Saw-mill.—Card Lumber Co. is erecting new band-saw mill.

## ARKANSAS.

Alma—Coal Mines.—J. E. Loudon will organize a company to open coal mines.

Alma—Cannery and Bottling Plant.—There is talk of organizing company to establish soda-water factory and cannery for jellies, preserves, etc. If definite arrangements develop J. E. Loudon will be able to inform.

Alma—Coal Mines.—J. F. Bushman of Alma and J. P. Sollinger of Fort Smith are prospecting a coal tract, and will open mines.

Bald Knob.—Incorporated: Arkansas Stock and Detective Union, capital stock \$10,000, and F. W. Roetzel, president.

Fort Smith—Coal Company.—Montreal Coal Co. has been incorporated, with capital stock of \$50,000, with James B. McDonough, president; George T. Williams and Oscar P. Bonney.

Fort Smith—Shoe Factory.—Fort Smith Shoe Manufacturing Co. has been incorporated, with capital stock of \$5000, to operate the shoe factory of Wm. G. Heberling, which will be removed from Warrensburg, Mo. W. J. Echols, George Sparks, S. McLoud, J. W. Patrick and others are the incorporators.

Harrison—Lead and Zinc Company.—Chartered: Ozark Uplift Zinc, Lead & Copper Co., with capital stock of \$1,000,000, by Colin M. Selph, president; B. B. Hulbert, vice-president; W. T. Pace, secretary, and Frank Pace, treasurer.

Hartman—Cotton Gin.—Cravens & Cravens of Alma are erecting a cotton gin at Hartman.

Hot Springs—Decorating, etc.—Laser Decorating Co., reported lately as incorporated, succeeds Chas. G. Orr in the manufacture of showcases, awnings, screens, shades, ornamental woodwork, etc.

King Mills—Flour Mill.—Anderson Paden has contracted for erection of flour mill lately reported contemplated; capacity will be forty barrels of flour daily.

Little Rock—Aluminum Works.—It is rumored that Georgia Bauxite & Mining Co. of Linwood, Ga., will erect near Little Rock a plant for converting bauxite into aluminum.

Little Rock—Lumber Company.—L'Anguille Lumber Co. has increased capital stock from \$20,000 to \$100,000.

Morrilton—Oil Mill.—A company has been formed, with capital stock of \$40,000, for erection of a cottonseed-oil mill. Names of interested parties will be announced later.

Walnut Hill—Telephone System.—Walnut Hill Telephone Co., reported lately as incorporated, has let contract for construction of system from Walnut Hill to New Lewisville.

## FLORIDA.

Bartow—Telephone Franchise.—Southern Bell Telephone Co. (offices at Atlanta, Ga.) and Peninsular Telephone Co. (represented by Wilson & Boswell) have each applied for telephone franchise.

Dunnellon—Naval Stores Manufacturing.—Incorporated: Marion Naval Stores Co., capital stock \$30,000, to manufacture naval stores and by-products, etc., by John H. Deen, James W. Crosby and L. B. Deen.

Gainesville—Mattress Factory.—John Chestnut Fiber Co. has equipped a mattress factory.

Jacksonville—Bridge.—The "County Commissioners" will advertise for bids on construction of bridge over creek.

Madison—Timber-land Development.—Michigan parties have purchased from Abram West (representing others) 45,000 acres of timber land in Taylor county for \$130,000, and intend to develop by erecting mills, manufacturing naval stores, etc.

Orlando—Veneer Factory and Saw-mill.—The Warnell Veneer Co. of Plant City has purchased saw-mill and will establish a veneer factory in connection.

Orlando—Electric-light Plant.—J. M. Cheney and others have submitted bids for establishment of an electric-light plant by the Orlando Water & Light Co., to be organized for the purpose.

Tampa—Pineapple Company.—Incorporated: Florida Fancy Pineapple Association; capital \$2500; W. L. Straub, secretary.

## GEORGIA.

Augusta—Cotton Mill.—"The Riverside Mill" has petitioned for change of title to "Riverside Mills" and authority to increase capital, when desired, to \$500,000; present capital is \$150,000, and cotton batting is the product.

Augusta—Iron Works.—Lombard Iron Works & Supply Co. will erect an addition to cost \$10,000 for iron manufacturing, to be 110x220 feet.

Brunswick—Syrup and Sugar Mills.—Incorporated: Georgia Syrup & Refining Co., capital stock \$200,000 authorized, to manufacture sugar, syrup, etc., by E. D. Walter, F. D. Aiken, J. S. Smith, W. S. Irvine and others.

Covington—Electric-light Plant.—The election on issuing bonds for \$15,000 to build electric-light plant, held May 1, resulted favorably. Necessary steps for erecting plant will be taken at once. Address John F. Henderson, mayor.\*

Douglas—Ice Factory and Electric-light Plant.—George Young of Atlanta will apply for charter for company to erect the 10-ton ice plant reported last week; will also erect electric-light plant.

East Point—Harness Factory.—Couch Bros. and J. J. Egan Co. will enlarge their horse-collar and harness factory, erecting a brick building 35x100 feet, two stories high, and installing new machinery.\*

Fitzgerald—Brick Works.—Mr. Lynn (care of M. T. Kibby) will establish brick and tile works.

Macon—Mercantile.—Chartered: Yates & Rankin Co., with capital stock of \$5000, by James E. Yates and others.

Montezuma—Oil Mill.—W. H. McKenzie of 717 Prudential Building, Atlanta, Ga., has organized a \$40,000 company to build two-press cottonseed-oil mill in Montezuma, later on adding a soap and guano factory.\*

Tifton—Knitting Mill.—Tifton Knitting Mills has increased capital from \$5000 to \$10,000, and will increase further to \$15,000. Steam dye plant will be installed and twenty-five knitting machines added.

Tifton—Cotton Mill.—Tifton Cotton Mills will bond for \$40,000, and have increased capital \$20,000.

## KENTUCKY.

Ashland—Sheet Mill.—Douglas Putnam, president of the Ashland Coal & Iron Railway Co., states that he has no intention of erecting the steel-sheet mill recently reported.

Bardstown—Ice Factory.—Bardstown Electric Light & Ice Co. will install an eight-ton plant for enlarging ice factory.

Danville—Sewerage.—Patterson & Co. of Norfolk, Va., have contract for construction of sewerage system at Danville; cost, \$25,000.

Frankfort—Flour Mill.—L. B. Welsenburgh will rebuild his Royal Mills, lately burned, new mill to have capacity for 150 barrels flour and 100 barrels cornmeal.\*

Franklin County—Lead-ore Mines.—E. C. Hawkins of Lexington and C. W. Mills of Louisville have purchased seventy-five acres of land in Franklin county and will develop lead ore.

Hawesville—Telephone Company.—Hancock County Telephone Co. has filed articles of incorporation; capital \$3000; incorporators, I. C. Adair and W. C. Fort.

Leitchfield—Ice Factory.—Leitchfield Ice & Water Co. has contracted for a three-and-one-half-ton ice plant.

Louisville—Lumber and Mineral Company. Chartered: Mooney Lumber & Mining Co., with capital stock of \$125,000, to develop timber and mineral lands. Chas. F. Mooney, John W. Dörner, John W. Mills and Walter Irvin are the incorporators.

Louisville—Shovel Factory.—Louisville Shovel Co. has been organized, with J. P. Overbacker, president; L. H. Klaphke, vice-president, and D. Davis, secretary-treasurer, to build a factory of 150 dozen shovels capacity daily. Plans have been prepared for a \$50,000 plant.

Louisville—Electric Company.—Incorporated: People's Electric Co., capital stock \$25,000, by Judge W. O. Harris, B. K. Marshall and Alonzo Walker.

Louisville—Baking-powder Company.—Balloon Baking Powder Co. has filed articles of incorporation; capital \$1000. G. R. Dunn of Elizabethtown is interested.

Middlesborough—Water-works.—Middles-

borough Town & Land Co. has purchased Middlesborough Water Co.'s works; will make extensive improvements to and operate same.

Newport—Ice Factory.—George Wiedemann Brewing Co. contemplates erecting a new ice factory.

Princeton—Ice Factory.—Princeton Ice & Power Co. has been organized by C. W. Metcalf, P. H. Darby, Ed Garrett, M. J. Groom and others for erection of ice plant.

Richmond—Electric-light Plant.—Richmond Water & Light Co., operating gas and water plants, will build an electric-light plant to cost \$16,000.

Richmond—Coal Mines.—Brush Creek Mining Co., which purchased recently 20,000 acres of coal lands, has commenced opening mines.

Richmond—Barrel Factory and Electric Plant.—Hume Bros. will build a barrel factory and install electric-lighting equipment.

Sharpsburg—Telephone System.—Sharpsburg Home Telephone Co. has been incorporated, with capital stock of \$3500, by B. T. Wright and R. A. Atkinson.

## LOUISIANA.

Alexandria—Oil Wells.—Colfax Oil & Mineral Co., capital \$500,000, has organized, with J. W. Alexander, president; P. W. Harrison, vice-president; A. Wettermark, Jr., secretary and treasurer, to drill for oil.

Bossier—Box and Lumber Mill.—Southern Box & Lumber Co. will organize for the manufacture of boxes and box shooks.

Boyce—Ice Plant.—A company has been formed, with capital of \$7000, for establishing an eight-ton ice plant. D. J. Hedrick is president, and J. E. Black, superintendent.

Breaux Bridge—Oil Wells.—W. E. Hayne, W. A. Montgomery of Jackson, Miss.; P. L. Regnaud of Breaux Bridge and others have organized the Evangeline Oil, Mineral & Development Co. for sinking oil wells; capital stock is \$250,000.

Clinton—Water-works.—The town will hold an election in July or August to decide the issuance of bonds for water-works purposes; C. W. Ball, mayor.

Donaldsonville—Cooperage.—Donaldsonville Cooperage Co., Limited, has incorporated, with capital stock of \$50,000 and Victor Vlosca, president, Dr. Roger Stelb, vice-president, for erection of barrel factory.

Franklin—Oil Wells.—Attakapas Oil Co. has chartered, with capital stock of \$500,000; Don Caffery, Jr., president; J. W. Foster, treasurer, and G. H. O'Neill, secretary.

Gibbsland—Machine Shops.—Louisiana & Northwestern Railway Co., J. D. Beardsley, general manager, will enlarge its machine shops.

Houma—Oil Company.—The People's Oil & Mining Co. has been incorporated, with capital stock of \$200,000, by Harry Cage, president; C. A. Duval, Jr., first vice-president, and W. P. Tucker, secretary.

Houma—Chartered: The Lineas Chauvin Company, Limited, with capital stock of \$50,000, by Lineas Chauvin and others.

Lafayette—Oil Wells.—Lafayette Oil & Mineral Co., authorized capital \$100,000, has organized, with Leo Judice, president; A. B. Denbo, secretary, and S. R. Parkerson, treasurer, to drill for oil.

Lake Charles—Oil Wells.—Pennsylvania & Louisiana Oil Co. has organized, with capital stock of \$100,000, and president, J. D. Crawford of Marshall, Texas; vice-president, John T. McElroy, Pecos, Texas; secretary and treasurer, Frank Roberts, Lake Charles, La. Company will drill for oil.

New Iberia—Oil Wells.—Iberia & Teche Valley Oil Co., capital \$100,000, has organized, with B. Romero, president; W. L. Burke, vice-president; H. E. Subler, secretary, to drill for oil.

New Orleans—Lumber Mills, etc.—Chartered: Palmetto Land & Lumber Co., for manufacturing lumber, etc., capital stock \$100,000, and Wm. J. Barkley, president, and James W. Martin, secretary.

New Orleans—Coffee and Spice Mills.—Merchants' Coffee Co. of New Orleans, Limited, has been chartered to own and operate tea, coffee and spice mills, with capital stock of \$25,000, by Benjamin C. Casanas, Louis Dubos, T. Bloch and others.

New Orleans—Oil Wells.—O. B. Greves, Marlon K. Fletcher, W. B. Dunlap and Henry D. Keith, all of Beaumont, Texas, have incorporated the Lone Star & Crescent

Oil Co., with capital stock of \$10,000,000, for the development of mines and mineral-oil wells, and for refining oils, etc.

Opelousas—Oil Developments.—E. M. Bpagni, Isaac Roos, Thos. H. Lewis, E. T. Lewis and others have incorporated St. Landry Oil & Mineral Co., Limited, with capital stock of \$250,000, for the development of oil, gas and mineral lands.

Shreveport—Brick Works.—Brick works with daily capacity of 60,000 bricks will be established. Hargrove Cotton Mill Co. may probably give names of interested parties.

Sulphur—Oil Wells.—A company has been organized, with S. M. Lyons, president; Jas. A. Gardiner, secretary, and T. J. Hennings, treasurer, for development of oil lands.

Thibodaux—Oil Lands.—American Oil Co. has organized, with capital stock of \$250,000, for development of oil properties. C. P. Shaver is president, and P. L. Braud, secretary.

#### MARYLAND.

Baltimore—Bottle-seal Factory.—Crown Cork & Seal Co. will erect an addition to its factory for manufacturing and tin storing; new structure will be 67x100 feet, three stories, of wood and steel, costing \$35,000. Jackson C. Gott is preparing plans.

Baltimore—Shipbuilding Plant.—Financial plans have been completed for the reorganization of the Columbian Iron Works & Dry-Dock Co., mentioned last week. The new company will have a capital stock of \$350,000, and probably expend several hundred thousand dollars for improvements, including the installation of modern electrical apparatus. J. Wm. Middendorf, Henry A. Parr, Geo. R. Webb and W. T. Stillwell will be among the directors. J. Quitman Lovell, paymaster United States Army, North and Lexington streets, will be president, and can be addressed.

Baltimore—Improvement Company.—Artingbrook Company will be organized, with capital stock of \$1,250,000, for improving land recently acquired near Baltimore by erection of cottages, etc. John C. Mosser of Harrisburg, Pa., promoted the project.

Baltimore—Ice Factory.—Hammond Ice Co., chartered last November, has selected site and about let contracts for complete plant costing \$25,000; main building will be 41 feet high, 140x240 feet, to hold machinery for daily capacity of 160 to 180 tons of ice; Ormond Hammond, president, Glenn Building.

Baltimore—Cabinet Factory.—Incorporated: American Cabinet Co., for manufacturing postoffice supplies and general cabinet work, by Thomas H. Billingsley, Julian H. Billingsley, William Halloway, Levin H. S. Howard and Horace A. McSherry; capital stock is \$10,000.

Baltimore—Flint Company.—Incorporated: American Flint Co., for dealing in flint and other minerals, by James C. Gittings, Henry N. Hanna and John B. Hanna of Baltimore, and George B. Luper and Dan B. Luper of New York; capital stock is \$75,000.

Baltimore—Biscuit Factory.—Maryland Biscuit Co. has permit to erect building for its factory recently burned; structure will cost \$5000, be of press brick, five stories, 72x154 feet, John A. Sheridan having contract. Contract for mechanical equipment also awarded.

Baltimore—Coal Dealers.—Incorporated: A. F. Lawrence Coal Co., by Arthur F. Lawrence and Arthur G. Lawrence of Baltimore county, John R. Cary, Thomas J. Tull and Edgar Faden Lawrence of Baltimore city; capital stock is \$30,000.

Baltimore—Cannery, etc.—Incorporated: Isaac Robinson Co., by Isaac Robinson, Frank M. Cline, William H. Dawson, all of Baltimore; Eli S. Reinhold of Mahanoy City, Pa., and Wesley C. Koller of Glen Rock, Pa., with capital stock \$100,000. Company succeeds Isaac Robinson, canner, etc.

Baltimore—Lumber-yards.—East Baltimore Lumber Co., for dealing in lumber, has been incorporated by Charles R. Coleman, Charles F. Motz, Henry A. Clark, Charles H. Colburn and Joseph B. Seth; capital is \$2500.

Baltimore—Dairy, etc.—Irvington Dairy & Live-Stock Co. has been incorporated by George Rimbach, Charles Wiskow, Robert F. Puepka, Charles J. Thompson and Chas. Gensler; capital is \$1800.

Baltimore—Terminals.—Northern Central Railway Co., which recently purchased water-front property at Canton, on which will be erected two piers, each 1000 feet long and 160 feet wide, has awarded contract to the Baltimore Dredging Co. to excavate about 250,000 cubic yards of material.

Brunswick—Bridge.—The county will contract for construction of a 30-foot iron bridge. Address "County Commissioners."

Denton—Electric-light Plant.—Rumors

state that Hughes Lumber & Coal Co. contemplates building electric-light plant.

Easton—Flour Mill.—Mr. Smith will rebuild his Eureka Flour Mills, reported burned at a loss of \$10,000.

Frostburg—Fire-brick Works.—A fire-brick works will be built, J. N. Benson to be manager.

Hempstead—Supplies.—Hempstead Supply Co. has been incorporated by E. O. Weant, J. Thomas Wile, Dr. J. Thomas Coonan, Walter Frazier and A. E. Wells to deal in supplies, etc.; capital stock \$10,000.

Ocean City—Cold-storage Plant.—Ocean City Cold Storage Co., lately reported incorporated, will erect a plant of five tons per day. Contract has been awarded.

Washington, D. C.—Stationery Company.—Chartered: United States Stationery Co., for dealing in office stationery and supplies; capital \$100,000; incorporators, E. K. DePuy, E. A. Oldham, E. R. Campbell, E. D. Anderson and D. J. Meade.

Washington, D. C.—Ice Factory.—Hammond Ice Co. of Baltimore has about selected site and let contracts for erection of complete ice plant of 350 to 400 tons capacity daily, costing about \$350,000; Ormond Hammond, president, Glenn Building, Baltimore.

Washington, D. C.—Creamery.—Chapin-Sacks Manufacturing Co., capital \$150,000, has been incorporated to manufacture butter, ice cream, etc., by A. W. Chapin, president, and others.

#### MISSISSIPPI.

Bay St. Louis—Oil Wells.—Mississippi Land & Asphalt Co. will be organized to drill for oil. Leland J. Henderson is interested.

Carthage—Woodworking Plant, etc.—Mississippi Hardwood Manufacturing Co. has organized, with capital stock of \$500,000, and purchased 25,000 acres of hardwood timber land, on which it will erect a large plant. Office is at Ozark, Ala., Box 112.

Columbus—Chair Factory.—Chartered: Columbus Chair Factory, capital stock \$5000, by E. S. Donnell, Leopold Leob and E. S. Williams.

Corinth—Water-works.—Corinth Water-Works Co., reported incorporated lately, has about completed plant.

Enterprise—Lumber Mill.—Brookpark Lumber Co. has been organized, with \$25,000 capital, to build lumber mill.

Enterprise—Lumber Mill.—Enterprise Lumber Co. has been organized, with M. W. Buckley, president; T. J. O'Terrall, treasurer, and G. R. Oliphant, Jr., secretary-manager, to erect lumber mill.

Gulfport—Real Estate.—Standard Land Co. has been chartered, with capital stock of \$5000, to deal in and improve real estate, etc., by W. D. Barry, P. A. Dolan, E. P. Peacock and others.

Greenville—Cotton Compress.—W. C. Craig & Co., Abe Blum, Henry T. Neys & Co., Edward Holland and others are organizing a company to build cotton compress, capital to be \$100,000.

Meridian—Oil Wells.—Meridian & Texas Oil Co. has been organized, with capital stock of \$300,000, and George W. Meyer, president; H. F. Broach, Jr., secretary; C. F. Woods, treasurer, to drill for oil.

Meridian—Oil Wells.—Meridian Oil & Development Co., capital \$30,000, has been organized by S. A. Nevill, E. Cahn, C. W. Robinson and others.\*

Merrill—Saw-mill.—H. M. Weldy contemplates establishing a saw-mill.\*

Oxford—Telephone System.—Memphis & Oxford Long Distance Telephone Co. has been chartered, as lately reported, for construction of a long-distance system; W. H. Harvey, general manager.

Richmond—Gin and Power Company.—Richmond Gin & Power Co. has increased capital from \$4000 to \$6000.

Rosedale—Cotton Compress.—Albert Caldwell of Memphis, Tenn.; Chas. Scott of Rosedale and others will organize the company lately reported, with capital stock of \$55,000, for erection of cotton compress. Address Chas. Scott.

Rosedale—Oil Mill.—A company has been formed, with capital stock of \$40,000, for establishment of a 60-ton cottonseed-oil mill. Address for information Chas. Scott.

Sardis—Oil Mill.—It is contemplated to organize a \$30,000 company for the erection of a cottonseed-oil mill, and correspondence is invited. Audley W. Shand can give information.

#### MISSOURI.

Joplin—Roofing.—Incorporated: Joplin Roofing Co., capital \$2000, by Charles Raines, Geo. Raines, R. C. Bonham and others.

Kansas City—Grain.—Incorporated: Ernst-

Davis Grain Co., capital stock \$10,000, by A. L. Ernst, G. H. Davis, A. W. Ernst and others.

Kansas City—Sewer.—Black & Laird have received contract for building the outlet to O. K. creek sewer. Total cost of work will be \$126,771.25.

St. Louis—Oil Company.—Chartered: St. Louis & Beaumont Oil Co., with capital stock of \$1,000,000, by John S. Elliott, B. P. McDonald, R. W. McGuire and others.

St. Louis—Railway-supplies Factory.—Incorporated: Handlan-Buck Manufacturing Co., capital stock \$250,000, by Alexander H. Handlan, Eugene W. Handlan, Alexander H. Handlan, Jr., and Edward R. Handlan, to manufacture and deal in railway supplies.

St. Louis—Bed-springs Factory.—Mont-Geor Manufacturing Co., reported lately incorporated, has installed machinery for the manufacture of bed springs; C. E. La Mont, general manager.

St. Louis—Distillery.—Chartered: Ginseng Distilling Co., capital stock \$10,000, by D. J. Kennedy, Wm. O'Keefe and John G. O'Keefe.

#### NORTH CAROLINA.

Ahoke—Knitting Mill.—J. L. Bell contemplates building a knitting mill.\*

Albemarle—Furniture Factory.—Albemarle Furniture & Manufacturing Co., lately reported organized for manufacture of furniture, will erect two two-story buildings 50x100 feet and install a \$10,000 plant; R. A. Crowell, president.\*

Belvidere—Artesian Well.—W. H. Lamb will drill an artesian well.

Charlotte—Water-power-Electrical Plant.—F. F. Van Deventer of Knoxville, Tenn., mentioned recently as projecting development of water-power on Yadkin river thirty miles from Charlotte, is in New York arranging for organization of a company to make the proposed developments. F. E. Boardman of Knoxville, also interested, is credited with saying that the Fidelity Deposit Co. of Newark, N. J., will finance the enterprise, and that \$800,000 will be expended to erect a 30x500-foot dam for developing power and for erecting an electric plant to transmit 10,000 horse-power to Charlotte and other cities for manufacturing plants.

Concord—Furniture Factory.—Yorke Furniture Co., reported incorporated lately with \$28,000 capital, will build factory. Address N. F. Yorke of the company.\*

Fayetteville—Silk Mill.—It is stated that Ashley & Bailey Co. (principal office, Paterson, N. J.) has purchased site for new buildings, which will be erected to increase its branch mill's capacity.

Fayetteville—Water-power-Electrical Plant. Cape Fear Power Co., which was announced some months ago, has commenced surveys of Buckhorn Shoals, which it proposes developing for power. Rights of way have been bought, and it is said that important contracts for construction will be placed soon. Company has \$500,000 capital, and will transmit power electrically to various towns. W. M. Morgan is vice-president.

Goldboro—Shirt Factory.—A \$30,000 stock company will be organized to establish the shirt and overall factory recently reported; will install fifty-six machines. John Slaughter can give information.

Greensboro—Lumber Company.—Cook Lumber Co. has been incorporated by E. P. Wharton and J. B. Stroud of Greensboro, John M. Cook of Burlington, A. J. Jones of Glendon and others, for manufacture of lumber, etc.; authorized capital \$100,000.

Greenville—Sash, Door and Blind Factory. Company reported recently as organizing for manufacture of sash, doors and blinds has incorporated as the Greenville Manufacturing Co., with capital stock of \$30,000, by J. G. Moye, J. R. Moore, R. W. King and others.

High Point—Bobbin and Shuttle Factory.—J. Elwood Cox will enlarge his bobbin and shuttle factory by erection of a new plant.

High Point—Furniture Factory.—Globe Furniture Co. will equip a furniture factory, introducing new lines in its product; capital has been increased to \$100,000.

Jefferson—Mica Mines.—Carolina Mining & Milling Co., reported incorporated recently, is developing mica mines and milling mica; paid capital is \$3500; principal office at Bramwell, W. Va.

Kinston—Mantel Factory.—The Kinston Mantel Co. has recently installed additional machinery and is erecting a new dry-kill. Company has permanently organized, with C. W. Blanchard, president, and J. A. Cook, secretary.

Lexington—Building-material Factory.—Davidson Building Material Co. has received charter, capital stock \$4000, and will erect factory for sash, doors and other building

material; incorporators, L. F. Rothrock, J. F. Hedrick, E. M. Wood and J. C. Crissman.

Raleigh—Cannery.—Efforts are being made for the establishment of a cannery. Address George Allen.

Rutherfordton—Cotton Mill.—Levi Cotton Mills Co. confirms the report, mentioned last week, that it will increase capital from \$50,000 to \$100,000. The purpose of the increase is not stated.

Salisbury—Gas Plant.—Salisbury Gas & Electric Light Co. has let contract to E. A. Wilson for erection of new gashouse. Other proposed improvements will be instituted, including extension of mains.

Wakefield—Mercantile.—The Wakefield Mercantile & Manufacturing Co. has been chartered, with capital stock of \$50,000, by R. J. Whitley and others.

#### SOUTH CAROLINA.

Anderson—Cotton Mill.—Cox Manufacturing Co. will, it is said, double its \$50,000 mill.

Columbia—Warehouse Company.—Standard Warehouse Co. will increase capital from \$50,000 to \$75,000.

Garlington—Cotton-ol Mill.—Yemassee Cotton Oil Co., Room 21, Fuller Building, Springfield, Mass., will erect a 20-ton cotton-ol mill at Garlington, as reported recently; will also erect a gin of forty bales capacity in connection.

Georgetown—Water-works and Sewerage System.—J. L. Ludlow of Winston, N. C., has been engaged as designing and constructing engineer for the proposed water-works and sewerage system for Georgetown.

Holly Hill—Publishing.—Chartered: The Berkeley News Publishing Co., with capital of \$1000, by A. F. Joyner and others.

Lancaster—Electric-light Plant.—A Northern company has made a proposition for erecting an electric-light plant. "The Mayor" can inform.

Langley—Clay Mines.—Chartered: Peerless Clay Co., capital stock \$100,000, with R. D. Lamar, president and treasurer; A. W. Kock, vice-president, and F. W. Framstein, secretary. Company will mine clay.

Rock Hill—Wagon Factory.—Rock Hill Wagon Works has been organized, with C. L. Wroten, president-manager, and H. M. Wroten, vice-president, and will build plant.

Summerville—Publishing.—Incorporated: Summerville Publishing Co., capital \$1000, by T. W. Stanland and W. R. Dehon.

Sumter—Furniture Company.—E. L. Witherspoon, J. E. Whilden and R. F. Haynsworth have incorporated Witherspoon Bros. & Co., to deal in furniture, etc.; capital is \$1000.

Timmonsville—Tobacco Stemmy.—Chartered: Enterprise Steam Plant, for steam stemming and drying, capital stock \$15,000, by John McSween, Chas. A. Smith and Jas. A. Cole.

Union—Cotton Mill.—Monarch Cotton Mills will meet May 29 to consider increasing capital \$350,000.

#### TENNESSEE.

Calhoun—Paint Factory.—R. J. M. Only contemplates establishing next fall a wet and dry mineral paint factory, capacity three to five tons daily.\*

Chattanooga—Foundry.—Mountain City Stove & Manufacturing Co. awarded contract to John Helbeck at \$350 for erection of new brick foundry building.

Chattanooga—Packing Plant.—Scholz Bros. will rebuild at once their packing plant, burned at a loss of \$60,000.

Chattanooga—Steam-appliance Factory.—It is reported that D. A. Estill of New York, representing the Steam Economist Co., will locate a steam-appliance factory in Chattanooga, or possibly in Atlanta or Memphis.

Dyersburg—Flour Mill.—Klyce Elevator Co. is reported as to build a 100-barrel flour mill.

East Chattanooga—Water-works.—The East Chattanooga Water Co. has applied for charter, and will construct water-works after organization is perfected. Probably J. W. Adams of Chattanooga will be president. The new company will act in conjunction with Southern Lumber & Land Improvement Co., which is developing East Chattanooga as manufacturing location, etc. Home office of Southern Company is at Peoria, Ill., with Geo. L. Root, president.

Jackson—Oil Well.—It is said a company will organize to drill for oil on lands of S. H. Wilson.

Jamestown—Oil Well.—L. T. Smith and associates will drill for oil; have purchased outfit.

Knoxville—Water-works.—Knoxville Water Co.'s extensive improvements, mentioned last week, will be in charge of William



Wheeler, superintendent engineer, 14 Beacon street, Boston, Mass.

Knoxville-Refrigerating Plant, etc.—Armour & Co. of Chicago will improve their Knoxville packing branch, adding an ice factory and refrigerating plant, etc. Buildings alone will cost \$8000. Probably these improvements will not be contracted for for some time. John L. Betts is local manager.

Knoxville-Foundry.—Southern Foundry & Machine Co., reported last week, is making improvements to its plant, including the installation of traveling crane, construction of iron reservoir, etc.

Knoxville-Brick Works.—Jones Brick Co. will be reorganized with new capital and enlarge and improve plant; J. D. McCallum, manager.

Manchester-Electric-power Plant.—Col. J. G. Aydelott has been granted franchise to convey electric power from power-house at the falls near Manchester to the city.

McMillan-Zinc Concentrator.—Seven-Day Zinc Mining Co. contemplates erecting a concentrating plant to cost \$8000.

Memphis-Car Shops.—It is reported that the Illinois Central Railroad Co. will enlarge and improve its Memphis shops.

Memphis-Car Shops.—Southern Railway Co. is reported as installing additional machinery and increasing capacity of its Memphis shops.

Mt. Pleasant-Phosphate Lands.—National Acid Co. (also of New Orleans, La.) has purchased for \$33,000 709 acres of phosphate lands.

Nashville—Manufacturing.—Chartered: Union Coffee & Manufacturing Co., capital \$25,000, by Leslie Cheek, A. A. Matthews, R. H. Neal, C. P. Cooney and W. K. Phillips.

Nashville—Manufacturing.—Chartered: Union Coffee & Manufacturing Co., with capital stock of \$25,000, by Leslie Cheek, A. A. Matthews, C. P. Cooney and others.

Nashville-Ice Company.—Consumers' Ice & Cold-Storage Co. has increased its capital stock to \$80,000.

Nashville-Ice Factory.—The Wm. Gerst Brewing Co. is making improvements which include a 220-ton refrigerating plant, contract for which has been let.

Newcomb-Water Supply.—Newcomb Manufacturing Co., reported recently to increase capacity, will erect a 10,000-gallon water tank on frame about thirty-four feet high.

New Market-Woodworking Factory, etc.—Ault Bros. & Co. are rebuilding their burned shops and preparing to build dry-kilns and lumber sheds.

Rogersville—Road Improvements.—The election on issuing \$100,000 of Hawkins county bonds for road improvements, recently announced, resulted adversely.

Sparta-Flour Mill.—Farmers' Mill & Elevator Co. has bought J. R. Tubbs' flour mill, will overhaul and operate same; also may install dynamo for lighting mill and town.

Sparta-Wagon Factory.—J. R. Tubbs will form a \$25,000 company to manufacture wagons.

Strawberry Plains-Telephone Line.—Samuel McBee, Wm. S. Foster and others have organized company to establish telephone line.

Trenton-Ice Plant.—Taylor, Enochs & Co. will erect a five-ton ice and one-ton refrigerating plant.

#### TEXAS.

Alice-Real Estate.—Chartered: Mayer-Ellis Company, with capital stock of \$10,000, by T. W. Sewell, S. A. Roberts, C. A. Hudson and others.

Austin-Shoe Company.—Mutual Shoe Co. has been chartered, with capital stock of \$30,000, by S. M. Burt, H. R. Burt, Laurent Burnet and others.

Beaumont—Publishing.—Chartered: The Beaumont Enterprise Publishing Co., with capital stock of \$50,000, by Robert A. Greer, David S. Speer, Thomas H. Langham and others.

Beaumont-Oil Wells and Pipe Lines.—Chartered: King Oil Co., capital stock \$3,000,000, to drill for oil, construct pipe lines, etc.; incorporators, J. C. Hutcheson, Benj. Campbell and E. W. Sewell of Houston, J. M. Chittin of San Antonio, J. B. Smithman and W. M. Faton of Oil City, Pa., and others.

Beaumont-Oil Wells.—Drummers' Oil Co., reported incorporated lately, owns 323 acres of land, which will be developed for oil, contracts for part of work having already been let; Tom C. Swope, secretary.

Beaumont-Oil Wells.—Chartered: Boston-Beaumont Oil Co., capital stock \$300,000, by C. S. Battle of Fort Worth, James Brambaugh of St. Louis, Mo.; Joseph Reynolds of Memphis, Tenn.; J. T. Beatty of Beaumont and others.

Beaumont—Water-works.—Chartered: Beaumont Water Co., capital stock \$300,000, to provide a water system, by W. H. Pope, S. B. Cooper, I. D. Polk, T. W. Sheppard of Beaumont and John H. Kirby of Houston.

Beaumont-Oil Wells.—Chartered: Cattle-men's Consolidated Oil Co., capital stock \$150,000, by T. T. McCommon, John Sima of Fayette county, G. P. Dickson, J. S. Hillman of Lee county, Texas, and others.

Beaumont-Oil Wells.—Chartered: Favorite Oil Co., capital stock \$1,000,000, by C. J. Chaison, L. I. Permlinter, D. A. Duncan and others.

Beaumont—Oil Wells.—Chartered: St. Louis-Beaumont Oil Co., capital stock \$200,000, by John La Prie of Austin, W. W. Seley, J. Hansell Wood of Waco and others.

Beaumont-Oil Wells.—Chartered: Beaumont Standard Oil Co., capital stock \$2,000,000, by George P. Ladd of New York city, George S. Bounall of Lebanon, Pa.; H. H. Laney of Beaumont and others.

Beaumont-Oil Wells.—Incorporated: Anglo-American Oil Co., capital stock \$5,000,000, by Frank R. Morrical, F. S. Bassett, George H. Sharpe and J. F. Lanier.

Beaumont-Oil Wells.—Chartered: Cory Oil Co., capital stock \$500,000, by W. Scott Heywood, Dewey Heywood and others of Beaumont, and L. L. Cory of Fresno, Cal.

Beaumont-Oil Wells.—Chartered: Stratford-Carter Oil Co., capital stock \$50,000, by H. C. Hallway, A. S. Dingee of Fort Worth and others.

Beaumont-Oil Wells, Tanks, etc.—Higgins Oil & Fuel Co., lately incorporated, succeeds Higgins Oil Co., has capital stock of \$2,500,000, and will develop over 400 acres of oil lands, has two flowing wells and is drilling more. Company is building a 37,000-barrel steel tank, will erect more tanks, and contemplates building two oil barges. C. L. Wallis is secretary.

Beaumont-Oil Refinery.—New York & Beaumont Oil Refining Co., authorized capital \$3,000,000, has been incorporated by Marc A. Alexander, New York; Arthur M. Ross, Madison, N. J., and Wm. H. Lingo, East Orange, N. J.

Beaumont—Water-works.—The Beaumont Street Railway Co. has awarded contract to O. B. Saunders of Louisville, Ky., at \$115,000 for construction of system of water-works for Beaumont; there will be a 4,000,000-gallon reservoir and two 150,000-gallon receiving tanks.

Beaumont-Oil Wells.—Gilt Edge Oil Co. has been incorporated, with capital stock of \$200,000, by E. R. Lane of Beaumont, T. H. Thompson of Houston, H. H. Simmons of Hillsboro and others.

Beaumont-Oil Wells.—Eagle Oil Co., with capital stock of \$300,000, has been incorporated by R. M. Hollowell, L. Goldstein and J. Weiss.

Beaumont-Oil Wells.—Chartered: Beaumont-Splindle Top Oil Co., with capital stock of \$250,000, by Stuart R. Smith, S. P. Jones, S. T. Scott and others.

Beaumont-Oil Refineries.—Southern Refining & Illuminating Co. has been chartered, with capital stock of \$2,500,000, to build three oil refineries, either at Beaumont or Port Arthur. Incorporators are Alex. Lich-tentag of New Orleans, La.; John B. Goodhue, Samuel Park, Leon R. Levy, I. D. Polk, T. W. Shepherd and Frank Keith of Beaumont.

Beaumont-Oil Wells.—Chartered: Ira O. Wyse Beaumont Oil Co., by Ira O. Wyse, B. F. Looney, W. A. Williams of Hunt county and others; capital stock \$300,000.

Beaumont-Oil Wells.—Chartered: Kalt-enbach Oil Co., capital stock \$300,000, by C. J. Eastman, M. Kaltenbach and R. E. Steele.

Beaumont-Oil Wells.—Chartered: Mercer County Oil Co., capital stock \$500,000, by A. A. Rice of Aledo, Ill.; J. R. McCrea of Beaumont, A. M. Britton of Fort Worth and others.

Beaumont-Oil Wells.—Chartered: Missouri, Kansas & Texas Oil Co., capital stock \$300,000, by J. H. Richards of Fort Scott, Kans.; D. R. Beatty of Beaumont, Tom Richardson of Houston and others.

Beaumont-Oil Wells.—Nipper Oil Co. has been incorporated, with capital stock of \$500,000, by Clarence Mackey, W. L. Stowe, Phil. L. Pydig, all of New York, and others.

Beeville-Cotton-oil Mill.—Dr. C. F. Simmons and others have purchased a 20-ton cottonseed-oil mill at Luling, which they will remove to Beeville, enlarge and operate.

Blooming Grove-Mercantile.—Chartered: Blooming Grove Mercantile Co., by S. A. Roberts and others; capital stock \$10,000.

Bryan-Oil Wells.—Chartered: A. F. Wilson Oil Co., capital stock \$3000, by A. W. Wilson and others.

Cleburne-Telephone System.—J. B. Earle and J. E. Boynton of Waco have franchise to establish telephone system.

Coleman-Oil Wells.—Chartered: Coleman Oil & Development Co., capital stock \$100,000, by J. E. McCord, J. B. Coleman, J. P. Ledbetter and others.

Corsicana-Ice Plant.—Corsicana Ice Co. has expended \$15,000 in enlarging and increasing capacity of its plant.

Dallas-Oil Wells.—Western Union Oil Co. has been incorporated, with capital stock of \$600,000, by J. W. Wright of Tyler (who may be addressed), Prof. N. J. Badu of Llano, J. W. Ogburn and others.

Dallas-Oil Wells.—Chartered: Parry Oil & Pipe Line Co., capital stock \$500,000, by D. M. Parry of Indianapolis, Ind.; Rees Parry and George H. Plowman of Dallas and others.

Dallas-Knitting Mill.—A \$20,000 stock company is being organized to build knitting mill for hosiery. N. E. Wohl, care H. S. Mittenhalt & Co., can inform.

Dallas-Oil Company.—Niagara Oil & Development Co. has been incorporated, with capital stock of \$500,000, by C. H. Briggs, J. C. Weaver, E. C. Gambrell and others.

Denison-Oil Company.—Denison, Beaumont & Sour Lake Oil Co. has been incorporated, with capital stock of \$300,000, and Frank Reinhart, president; Frank Kohfeldt, vice-president, and H. Brooks, secretary and treasurer.

Denton-Educational.—John B. Denton College Co. has been organized, with \$30,000 capital.

Faulkner-Cotton Compress.—D. M. Ezell will rebuild his ginney and round-bale compress lately reported burned. Address at Ennis, Texas.

Fort Worth—Oil Wells.—Incorporated: Katy Oil & Development Co., capital stock \$100,000, by T. A. Steele of St. Louis, Mo.; W. H. Hirschfield of Boulder, Col.; E. H. Keller of Fort Worth and others.

Fort Worth-Oil Wells.—Chartered: McFaddin Oil & Mineral Co., capital stock \$100,000, by T. P. Lenoir of Fort Worth, John P. Scott of Shreveport, La., and others.

Fort Worth-Oil Wells.—Chartered: Prudential Oil Co., capital stock \$500,000, by H. C. Hallway and others.

Fort Worth-Viaduct, Depot, etc.—Texas & Pacific Railroad Co. will erect a freight depot to cost \$100,000, and has made a proposition to the city to contribute \$25,000 to the building of a viaduct over Jennings avenue; L. S. Thorne, general manager, Dallas, Texas.

Fort Worth-Oil Wells.—Chartered: Lucky Hit Oil Co., capital stock \$300,000, by J. Burnett Collins, John C. Phelin, R. D. Hunter and others.

Frost-Oil Mill.—Frost Cotton Oil Co., W. B. Jones, manager, will build a three-press cottonseed-oil mill.

Galveston-Oil Wells.—Chartered: Pivot Oil Co., capital stock \$25,000, by Clarence Ousley, E. E. Rice, Jacob Sonnentheil and others.

Galveston-Oil Fuel Plant.—Star Flour Mills has installed plant to utilize oil as fuel.

Galveston-Oil Wells.—Chartered: St. Mary Oil Co., capital stock \$200,000, by Mrs. J. L. Darragh, Albert M. Darragh, J. R. Cheek, G. A. Meyer and M. J. Tiernan.

Galveston-Oil Wells.—Chartered: Beaumont-Hitchcock Oil Co., capital stock \$250,000, to prospect for oil and other minerals; directors, John Young, A. Fedder, J. R. Scott, M. Brock and David Marx.

Galveston-Slate and Metal Company.—Chartered: The Browne Slate & Metal Co., with capital stock of \$10,000, by Edmund Browne, George A. Quinlan of Houston, Fred Hartel of Galveston and others.

Galveston-Oil Company.—Chartered: Dickinson Oil Co., with capital stock of \$350,000, by C. D. McRobinson, E. S. Cox, F. McNichols and others.

Galveston-Oil Company.—Jefferson-Hardin Oil Co. has been incorporated, with capital stock of \$150,000, by J. C. Borden, J. J. Schott, J. H. Crosssett and others.

Gonzales-Bridges.—Gonzales county will construct eleven steel bridges. Address W. W. Glass, county judge.

Grandview-Milling.—Incorporated: Grandview Milling Co., capital stock \$15,000, by T. E. Pittman, C. P. Lane, R. E. Pitts and W. B. Head.

Greenville—Refrigerating Plant.—The Texas Refining Co. will install a refrigerating machine.

Hillsboro-Oil Wells.—Chartered: Safety Oil Co., capital stock \$200,000, by W. C. Morrow, G. D. Tarlton and others.

Hillsboro-Oil Wells.—Hill County Home Oil Co. has completed organization with N. J. Smith, Jr., president; F. G. Fude, vice-president; H. F. Roby, J. S. Bounds and others; capital stock \$30,000.

Houston-Oil Wells.—Chartered: Investors' Oil & Land Co., capital stock \$300,000, by E. R. Spotts, James Bute, T. W. House, Jr., and others.

Houston-Oil Wells.—Chartered: Cronin Land & Oil Co., capital stock \$250,000, by George W. Burkitt, Dr. P. H. Cronin, J. H. Burnett and others.

Houston-Oil Wells.—Chartered: Magnolia Oil, Mining & Pipe Line Co., capital stock \$100,000, by W. H. Coyle, A. L. Conway, Vernon Leman and others.

Houston-Oil Wells.—Chartered: London, New York & Beaumont Oil Co., capital stock \$500,000; directors, T. W. Ford, T. H. Stone and T. C. Ford.

Houston-Oil Wells.—Chartered: Harris County Development Co., capital stock \$150,000, by J. H. B. House, B. W. Camp, I. L. Wolf and others.

Houston-Oil Wells.—Incorporated: Florence Oil Co., capital stock \$500,000, by W. S. Napier of Houston, J. S. Groce of Dallas, C. L. Edmiston of Crockett and others.

Houston-Oil Wells.—Chartered: Hoo-Hoo Oil Co., capital stock \$99,999.90, by W. H. Norris, J. M. Rockwell and others.

Houston-Oil Wells.—Chartered: Southeast Texas Oil & Mineral Co., capital stock \$300,000, by J. S. Rice of Huntsville, Tom Padgett, E. Rotan, W. H. Jones of Waco, E. A. Fletcher of Beaumont, Jake Keller of Houston and others.

Houston—Oil Wells.—Chartered: Twentieth Century Oil Co., capital stock \$500,000, by C. L. Neuhaus, Howard F. Smith and others.

Houston-Oil Wells.—Damon Mound Oil & Development Co., with a capital of \$100,000, has been organized by F. B. Chilton and others to drill for oil.

Houston-Oil Wells.—Old Glory Oil Co. has been organized, capital stock \$500,000, to drill for oil; H. Prince, president, and Frank C. Jones, treasurer.

Houston-Electric-light Plant.—City council has under consideration the passage of an ordinance voting \$100,000 of bonds for erection of electric-light plant. Address "The Mayor."

Houston-Street Improvements.—City council has passed an ordinance for the issuance of \$300,000 for street improvements. Address "The Mayor."

Houston-Cannery.—Judge W. W. Allen of San Francisco, Cal., has arranged for erection of a cannery in Houston.

Houston-Cannery and Distillery.—Japanese parties will invest in the establishment of a saka (rice beverage) distillery at Houston. Probably Judge W. W. Allen of San Francisco, Cal., can inform.

Houston-Mining, etc.—Incorporated: Magnolia Mining & Pipe Line Co., capital stock \$60,000, by S. S. Ashe, George W. Burkitt, F. M. Henshaw and others.

Houston-Oil Company.—Premier Land & Oil Co., with capital stock of \$200,000, has been incorporated by O. C. Drew, P. M. Grandberry, J. R. Burnett and others.

Jacksonville—Cotton-oil Mill.—Palestine (Texas) Cottonseed Oil Co. is erecting a 60-ton oil mill at Jacksonville, as lately reported.

La Grange-Oil Wells.—Chartered: Bullock Oil Co., capital stock \$160,000, by W. S. Robson, H. C. Schumacher, T. G. Moore and others.

La Porte-Washing-machine Factory.—Israel & Leavens will erect a plant for the manufacture of a washing machine.

Luling-Oil Wells.—Luling Oil & Mining Co. has been incorporated, with capital stock of \$100,000, by S. M. Nixon, president; D. M. Day, vice-president; Stewart Moore, secretary, and A. K. Lipscomb, treasurer.

Morgan-Cotton-oil Mill.—Morgan Cottonseed Mill Co. has been incorporated, with capital stock of \$25,000, by William Andrew, G. H. Abernathy, T. L. Rogers and others.

Orange-Oil Wells.—Royal Oil Co., reported incorporated lately, will develop for oil its 1000 acres of land; Robert Morgan, Jr., secretary.

Palestine—Oil Wells.—Chartered: Big Jumbo Mining & Oil Co., capital stock \$150,000, by George W. Burkitt, Tom Corwin, S. W. Pickins and E. S. Kane.

Paris-Light and Transit Company.—Chartered: Paris Transit, Light & Power Co., with capital stock of \$250,000, by W. F. Little, Robert A. Cornell of St. Louis, S. B. M. Long of Paris and others.

Pecanap-Oil Mill.—Pecanap Cotton Oil

Co. has been organized, with \$40,000 capital, to erect cottonseed-oil mill, by T. H. B. Hockaday, G. L. Morgan, J. H. Eiland, J. F. McFarland and others.

Richardson—Telephone Company.—The Richardson Telephone Co. has been incorporated, with capital stock of \$750, by C. H. Blewett, W. N. Stutts, C. C. Hufftimes and others.

Runge—Cotton Gin.—W. B. Mixon has commenced erection of the cotton gin reported last week.

Sabine Pass—Oil Wells.—Chartered: Texas & Missouri Oil Co., capital stock \$200,000, by F. C. McKeenolds and others.

San Antonio—Oil Wells.—Chartered: Hartford Oil Co., capital stock \$300,000, by Green Davidson, L. P. Peck, William Dobrowski and others.

Sherman—Oil Wells.—Incorporated: Sherman-Beaumont Oil Co., capital stock \$100,000, by F. B. McElroy, F. C. Brennan, S. C. Moore and others.

Sour Lake—Oil Wells.—Chartered: Sour Lake Oil Co., capital stock \$1,000,000, by Ambrose Merchant and others.

Taylor—Oil Wells.—Taylor-Beaumont Oil Co., capital stock \$250,000, has been organized to drill for oil by E. A. Robertson, C. Mendel, C. H. Booth and others.

Terrell—Oil Wells.—Chartered: Terrell-Beaumont Oil & Development Co., capital stock \$100,000, by W. B. Martin, W. H. Echols and others.

Trinity—Oil Wells.—International Oil & Development Co. has incorporated, with John C. Browder of Galveston, president; L. Bergman of Trinity, treasurer, and W. A. Bell of Trinity, secretary.

Tyler—Telephone System.—Tyler Telephone Co., reported last week as organized and having franchise, has chartered, with capital stock of \$40,000; M. D. Shaw, secretary.

Valley—Oil Mill.—Valley Mills Cotton Oil Co. is title of company reported recently as organized to erect 40-ton cottonseed-oil mill; capital stock is \$40,000; A. A. McNeil, president, and H. B. Sears, secretary.

Velasco—Oil Wells.—W. H. Hoskins, S. H. Hudgins, E. L. Perry and others have incorporated the Bryan Heights Oil & Pipe Line Co., with capital stock of \$100,000.

Waco—Oil Wells.—Chartered: Beaumont-Livingston Oil Co., capital stock \$200,000, by Joe S. Thompson of Waco, J. E. Sawtell of Kansas City, Mo.; John W. Hornsby of Austin, Texas, and others.

Waco—Refrigerating Plant.—Artesian Manufacturing & Bottling Co. has contracted for a two-ton refrigerating machine.

Waxahachie—Cotton-oil Mill.—F. M. Weaver & Son of Fort Worth will erect a cottonseed-oil mill in Waxahachie.

West—Oil Mill.—Chartered: West Cotton Oil Co., capital stock \$75,000, to establish cottonseed-oil mill, by J. M. Coffin, John R. Griffin, Edward Woodall of Itasca, Texas; W. G. Nunn of Ladonia, Texas, and S. J. Harmon of Shreveport, La.

Wharton—Saw-mill.—J. R. Bell has established a saw-mill.

#### VIRGINIA.

Alexandria—Machine Shops.—Portner Brewing Co. contemplates erecting machine for car and other repairs.

Alexandria—Overalls Factory.—John R. Zimmerman will establish overalls factory; machinery already bought.

Alone—Lime Works.—J. L. Teaford and Daniel Welsh have established lime works.

Berkley—Water-works.—Northern parties have purchased plant of Berkley & South Norfolk Water & Electric Co. and will sink additional wells and make other improvements; company has reorganized, with W. D. Pender of Norfolk, president, and L. E. Gaskins, secretary and treasurer.

Danville—Knitting Mill.—Danville Knitting Mills will increase capital for improvements and enlargements.

Drake's Branch—Corn and Flour Mill.—Address of W. L. Myrick, reported during past week in connection with large corn and flour mills, is Lawrenceville, Va., not Lawrenceburg, as erroneously given.\*

Goshen—Iron Furnace.—Empire Steel & Iron Co. (general offices, Catsaquia, Pa.) is refining Victoria furnace and making repairs preparatory to blowing in; also has resumed mining at Victoria iron mines. J. H. Ferguson is division superintendent.

Lynchburg—Candy Factory.—H. H. Harris and T. A. Woodson will operate a candy factory.

Massawadox—Flour Mill.—American Flour Manufacturing Co., Vineland, N. J., writes

that there is no truth in the recent report saying it will erect mill at Massawadox.

Newport News—Brewery.—The Warwick Brewing & Ice Co., mentioned lately, has incorporated, with capital stock of \$300,000, and will erect a \$200,000 brewery. P. J. Mugler is president.

Newport News—Shipbuilding Plant.—The United States Shipbuilding Co., now being organized to acquire a number of plants, will include the plant of the Newport News Shipbuilding & Dry-Dock Co. Capital will be \$65,000. H. W. Poor & Co. of New York have charge of the organization.

Norfolk—Peanut Factory.—Southern Peanut Co., reported incorporated lately, has organized, with H. S. Mills of Chicago, president; F. W. Mills, Hoboken, vice-president, and Willard R. Cooke, Citizens' Bank Building, Norfolk, secretary. Company will establish warehouses, cleaning, roasting and salting factories, and manufacture coin slot machines for distributing peanuts.

Richmond—Foundry.—Asa Snyder & Co. will rebuild their foundry lately burned.

Richmond—Medicine Factory.—Chelf Chemical Co., recently organized, has secured building and will install equipment for proprietary medicine manufacturing; T. W. Chelf, secretary, 105 South Twelfth street.

Richmond—Saddlery.—J. W. Thomas has contract at \$12,000 for erection of new building for Cottrell Saddlery Co.

Richmond—Blotting-paper Factory.—It is rumored that local parties are organizing a \$100,000 company to establish a blotting-paper factory. Possibly L. Z. Morris, president Chamber of Commerce, can inform.

Woodstock—Electric-light Plant.—Woodstock Electric Light Co., having obtained lighting franchise, will arrange for erection of electric plant.

#### WEST VIRGINIA.

Charleston—Veneer Factory.—National Veneer Co. has been incorporated to manufacture veneers, wood turnings and furniture, with capital stock of \$50,000, by Harrison B. Smith, Joseph W. Roache, E. A. Barnes, W. S. Lewis and others.

Charleston—Oil Development.—The Elk Oil & Development Co. has been incorporated, with capital stock of \$300,000, by Wm. Lohmeyer, H. D. Rummel, E. S. Worthington and others.

Clarksburg—Hardware Company.—Sistersville (W. Va.) Hardware Co. has changed name to Berry Hardware Co. and increased capital stock from \$10,000 to \$20,000 for doing business in Clarksburg.

Dego—Coal Mines, Timber Lands, etc.—Paint Creek Coal & Land Co. has chartered for development of coal and timber lands, manufacture of lumber, etc., authorized capital \$300,000, by George P. Wetmore, William S. K. Wetmore, William O. Platt and others, all of New York.

Mammoth—Coal Mines.—The Kanawha & Hocking Coal & Coke Co. has been incorporated, with capital stock of \$3,500,000.

Parkersburg—Engine Works.—The United States Engine Co. has been organized for the establishment of engine works to cost \$70,000. Thomas Gartian, J. F. Boggs and others are interested.

Parkersburg—Oil Wells.—Chartered: Hudson Oil Co., for drilling oil wells; capital \$1,000,000; incorporators, Max Drey, M. A. Bernheimer, Henry Newman, Lyman G. Bloomingdale and Frederick Wiener.

Parsons—Electric-light Plant.—Parsons Electric Light & Power Co., incorporated by H. K. Grubb, Wm. G. Conley and others will erect the electric-light plant for which W. K. Grubb was recently reported as having received franchise. Address Wm. G. Conley, secretary.\*

Ravenswood—Electric-light Plant.—Reports state that the city is about to open bids on erection of electric-light plant. "The Mayor" can probably inform.

Sistersville—Glass Works.—Board of Trade has raised a bonus of \$9000 and a site of three acres, which they are about to contract to give the co-operative glass company organized by Marion (Ind.) parties for the establishment of the glass factory lately reported.

Weich—Printing.—Chartered: The McDowell Printing Co., with capital stock of \$2000, by T. E. Houston, Howard Houston of Elkhorn, W. W. White of Weich and others.

West Virginia—Coke Ovens.—Tri-State Coal & Coke Co., organized recently with \$100,000 capital by independent coal miners and coke manufacturers of Pennsylvania, West Virginia and Ohio, contemplates constructing additional coke ovens; office in Lewis Block, Pittsburg, Pa.

Wheeling—Tin-can Factory.—Chartered: Wheeling Can Co., capital stock \$300,000, by

Nelson E. Whitaker, A. Whitaker, Alex. Glass and Geo. A. Laughlin of Wheeling, and O. J. Johnston of Chicago, to manufacture tin cans.

Wheeling—Iron Mines.—Chartered: Pitt Iron Mining Co. of Wheeling, for mining ore and other minerals; capital \$40,000; incorporators, Charles E. Pope, Edward W. Mudge, Pittsburg, Pa.; A. J. Clarke, Wheeling; E. C. Garlick and Frank Billings of Cleveland, Ohio.

#### BURNED.

Ablene, Texas.—J. E. Johnson's flour mill; loss \$5000.

Augusta, Ga.—Union Compress Co.'s warehouse, and warehouses of Plinzy & Co. and S. M. Whitney.

Clarksville, Texas.—A. L. Clark's saw-mill.

Clarksville, Texas.—A. L. Clark's saw-mill; loss \$300.

Danville, Va.—B. W. Woodward's saw-mill; loss \$2000.

Easton, Md.—Smith's Eureka Flour Mills near Longwood; loss about \$10,000.

Grovetown, Texas.—Jossard Lumber Co.'s planing and shingle mill.

Hagerstown, Md.—Collinge & Nolan Co.'s silk mill; loss \$75,000; principal office at Patterson, N. J.

Halcyondale, Ga.—Perkins & Bell's saw-mill.

Richmond, Va.—Asa Snyder & Co.'s foundry.

Savannah, Ga.—Savannah, Florida & Western Railway's pattern shops, loss \$20,000; J. Moultrie, treasurer; M. F. Loughman, purchasing agent; New York office, 12 West Twenty-third street.

Statesboro, Ga.—D. P. Averitt's planing mill, etc.; loss \$7000.

Winchester, Va.—C. W. Allemong's planing mill; loss \$5000.

#### BUILDING NOTES.

Abbeville, S. C.—Warehouse.—Incorporated: Abbeville Warehouse Co., capital stock \$6000, by J. B. Blake, Jr., F. E. Harrison, John Lyon and J. L. McMillan.

Adrian, Ga.—Depot.—It is rumored that Wadley & Mt. Vernon Railway will build a depot.

Annapolis, Md.—Engine-house.—Bids will be opened May 16 for erection of annex to engine-house. For plans and specifications address "City Clerk."

Atlanta, Ga.—Residence.—V. H. Kriegshuber has permit to erect \$4000 residence after plans by W. F. Denny.

Atlanta, Ga.—Stores.—F. P. Heifner has contract to erect block of stores for S. M. Inman.

Baltimore, Md.—Clubhouse.—Baltimore Athletic Club is arranging for financing plan to erect its proposed building, to be 89x118 feet, with swimming pool, baths, rifle ranges and every modern detail; cost \$75,000; Julien S. Jones, secretary.

Baltimore, Md.—Warehouse.—Monticello Distilling Co. has let contract to Chas. A. Stieling for erection of \$25,000 wood and iron frame whiskey warehouse.

Baltimore, Md.—Church.—St. Paul's R. C. congregation will erect a new church; Rev. M. F. Foley, pastor, Caroline and Oliver streets.

Baltimore, Md.—Building.—Plans for new building of George Klingstine, confectioner, 319 North Charles street, are being prepared by Owens & Sisco.

Birmingham, Ala.—Schools.—Contract let to W. L. Bottes of Chattanooga, Tenn., at \$12,320 and \$21,329 for erection of two school buildings for city.

Birmingham, Ala.—Clubhouse.—The Athletic Club, E. Jacobs, president, will build a \$25,000 clubhouse.

Brunson, S. C.—Bank Building.—Bank of Brunson states that its building, reported last week, will be 22x40 feet in size, of brick.\*

Cambridge, Md.—Hotel.—W. Lee Dixon has plans for his proposed hotel, to be five stories high, 55x165 feet, first floor front of plate glass, steam heat, gas and electric lighting, etc.

Carrollton, Mo.—Courthouse.—It has been decided by popular vote to issue \$60,000 of bonds for erection of proposed courthouse. Address "The Mayor."

Cedar Springs, S. C.—School.—Plans by Wheeler, McMichael & Co. of Charlotte, N. C., have been accepted for proposed school building for South Carolina Institution for Deaf and Blind.

Charleston, S. C.—Exposition Building.—Bids will be opened May 14 for erection of

exposition building for State of Maryland, after plans and specifications on file at Builders' Exchange, Charles and Lexington streets, Baltimore, Md. Address Francis K. Carey, chairman building committee, 828 Equitable Building, Baltimore.

Charleston, Tenn.—Church.—R. J. M. Only of Calhoun, Tenn., states that church for which he received contract, as reported lately, will cost \$1200.\*

Charlotte, N. C.—Church.—Graham Street Presbyterian Church has accepted plans by Hook & Sawyer for proposed \$12,000 church, of pressed brick and granite.

Chattanooga, Tenn.—Fire Hall.—Joseph Trimble, contractor, has permit to erect \$11,000 fire hall for city.

Clarksville, Ga.—Residence.—J. H. Asbury has let contract to J. P. Lambert for erection of residence.

Columbia, S. C.—Hotel.—Mrs. Jerome Fagan contemplates building a hotel.

Columbus, Miss.—Mill Building.—Jos. B. Bell and V. D. Molloy will open bids June 3 for erection of buildings complete for Columbus Hosiery Mills. Plans and specifications can be seen at office of Curry Lipscomb & Caine.

Dadeville, Ala.—Courthouse.—J. J. Hartin, judge of probate, will open bids May 27 for erection of courthouse lately reported. Plans and specifications on file at Dadeville and at office of architects, W. Chamberlin & Co., Birmingham, Ala., after May 14. Bond required and usual rights reserved.

Dallas, Texas.—Opera-house.—Henry Greenwall of New York will rebuild the opera-house, burned recently, probably at cost of \$75,000.

Danville, Va.—Casino.—W. G. B. Fitzgerald has contract for erection of casino.

Danville, Va.—Stores.—Col. O. W. Dudley has commissioned H. J. Blauvelt of Winston, N. C., to prepare plans for his proposed stores building, mentioned lately.

Danville, Va.—Business Block.—E. H. Miller has had plans made for a three-story brick business block.

El Paso, Texas.—Warehouse.—El Paso Warehouse Co. has organized, with capital stock of \$20,000, for erection of a one-story brick warehouse. C. C. Carroll of St. Louis, B. F. Hammett, Jr., W. B. Latta and Felix Martinez compose the company.

Ensley, Ala.—School.—The city will build a school. Address "Secretary School Board."

Galveston, Texas.—Church.—J. M. Romagny, architect, will open bids May 15 for repairing Avenue M Central Colored School, according to drawings and specifications. Each bid must be accompanied by certified check for \$500. Usual rights reserved.

Gibbsland, La.—Roundhouse, etc.—Louisiana & Northwestern Railway Co., J. D. Beardsley, general manager, will erect brick depot and office building, 10-stall roundhouse to cost \$10,000, and a number of dwellings; company will burn its own brick.

Grafton, W. Va.—Hotel.—John T. McGraw has accepted plans and specifications for proposed \$60,000 hotel.

Greensboro, N. C.—Residence.—A. L. Bain of Wilmington will build residence in Greensboro.

Greenwood, Miss.—Opera-house.—Geo. A. Wilson and F. R. Austin have let contract for erection of \$10,000 opera-house.

Hagerstown, Md.—School.—Contract for erection of addition to Broadway School building was awarded to Harmon B. Ridenour at \$4547.

Hempstead, Md.—Warehouse.—Hempstead Supply Co., incorporated by E. O. Went and others, will build store and warehouse.

High Point, N. C.—Warehouse.—Globe Furniture Co. will build a warehouse.

Huntsville, Ala.—Dwelling.—Cowell & Love are preparing plans for residence for Thos. W. Breck.

Jacksonville, Fla.—Buildings.—Windsor Hotel, destroyed by the recent fire, will be rebuilt of brick and stone, five stories, and have all modern improvements, including electric lights, bells, etc.; address M. L. Howard. W. B. Gardner will replace his building by an eight-story structure. Mr. Ambler will rebuild the Baldwin block. Trinity M. E. Church will be rebuilt.

Knoxville, Tenn.—Church.—Baumann Bros. are preparing plans for the \$25,000 Presbyterian church building lately reported.

Knoxville, Tenn.—Church.—Baumann Bros. have contract at \$25,000 for erection of proposed Presbyterian church.

Laredo, Texas.—Jail.—Webb county will issue \$25,000 of bonds for erection of jail. Address "County Clerk."



Lexington, Ky.—Dormitory.—Bids will be opened May 15 for erection of dormitory for Agricultural and Mechanical College after plans and specifications by F. Paul Anderson and John T. Faig, on file at library of mechanical hall at college.

McComb City, Miss.—R. P. O. E. will erect store and hall building 50x200 feet, two stories, to cost probably \$7000; H. M. Faulquier, local secretary.

Montgomery, Ala.—Hotel.—Simon Gassenheimer will remodel and enlarge the Exchange Hotel.

Newport News, Va.—Schools.—M. J. Eastman has contract to build two schoolhouses at about \$26,000.

Norfolk, Va.—Stores Building.—W. B. Withers of Gloucester county has let contract to Geo. F. Banks at \$40,000 for erection of store buildings.

Orange, Texas.—Hotel.—A \$25,000 company is proposed for erection of a hotel. Probably "Board of Trade" can inform.

Osceola, Ark.—Hotel and Theater.—Osceola Mercantile Club Building Association has been organized to build \$10,000 opera-house and hotel, of brick, with stone facings, seating capacity of 2500; Will J. Driver, secretary.

Poplar Bluff, Mo.—Bank and Office Building.—Plans have been completed and contracts awarded for erection of bank and office building. Samuel Nicolls is interested.

Raleigh, N. C.—Hotel.—J. S. Wynne and others will organize company to build a \$100,000 hotel.

Richmond, Va.—Hotels.—It is rumored that A. J. Ford and Mrs. A. B. Atkinson will each build a hotel.

Richmond, Va.—Store.—It is rumored that Col. John Murphy will erect a six-story store building.

Richmond, Va.—Hospital.—Church Hill Medical Society will build a hospital; Dr. Ramon D. Garcia, president.

Richmond, Va.—Orphanage.—Methodist Orphanage will erect buildings to cost probably \$100,000. Address care John P. Branch.

Richmond, Va.—Office Building.—Fritz Stierling will receive contract at about \$50,000 for erection of office building of the Virginia-Carolina Chemical Co. previously reported; M. J. Dimmock prepared plans.

Salisbury, N. C.—College Building.—Livingstone College will erect a three-story office and lecture-room building.

Salisbury, N. C.—The Baptist congregation, Rev. M. E. Parrish, pastor, will erect a \$15,000 edifice.

Selma, Ala.—Church.—J. L. Huggins of Hawkinsville, Ga., has contract at \$80,000 for erection of the proposed Baptist church at Selma.

Shepherdstown, W. Va.—School.—Plans by Harrison Albright of Charleston have been accepted for building for Shepherd College, structure to be 107x157 feet, Cleveland sandstone and buff brick, and cost \$25,000. Address "Regents of State Normal Colleges."

Shreveport, La.—Depot.—The St. Louis Southwestern Railway Co. will, it is said, build depot at Shreveport; F. H. Britton, general manager, St. Louis, Mo.

Smithfield, N. C.—Hotel.—Smithfield Improvement Co. will build hotel of brick.\*

Sparta, Tenn.—Buildings.—J. N. Walling is receiving bids for erection of business houses.

Statesville, N. C.—Dwelling.—Dr. M. B. Adams will erect new residence.

Staunton, Va.—College.—J. G. Dunsmore will erect a college building 60x100 feet; plans by Collins & Son.

Tallahassee, Fla.—Statehouse Improvements.—Frank P. Milburn of Columbia, S. C., has prepared plans for the proposed improvements to the Statehouse, which include two wings and a dome; cost of enlargement will be \$175,000.

Tampa, Fla.—Club Building, etc.—Tampa Electric Co. will erect a club building and possibly an office building.

Tampa, Fla.—Sanitarium.—Dr. Hiram J. Hampton will award contract for erection of a sanitarium.

Union City, Tenn.—School.—City will vote June 5 on expenditure of \$10,000 to enlarge school building. Address "The Mayor."

Washington, D. C.—Buildings.—A. B. Heaton is preparing plans for apartment-house for E. H. Warner. The Methodist Home for the Aged will enlarge and improve building recently purchased.

Washington, D. C.—Apartment-house.—Plaza Apartment House Co., T. Franklin (architect), president, will build a seven-story apartment-house to cost \$200,000.

Waycross, Ga.—City Hall.—The city has

adopted plans for proposed city hall to cost about \$6000. Address "The Mayor."

Weldon, N. C.—Residence.—Dr. D. B. Zollicoffer will build a residence.

White Springs, Tenn.—Hotel.—M. E. Parmelee of Knoxville has prepared plans for hotel to cost several thousand dollars.

Yorkville, S. C.—School.—The citizens will erect a school building. Geo. W. S. Hart can inform.

## RAILROAD CONSTRUCTION.

### Railways.

Baltimore, Md.—The report that a new route may be completed from Pittsburg to tidewater at Baltimore has been revived, and George J. Gould, president of the Missouri Pacific system, is reported as interested. A syndicate representing the Gould interests has secured control of the Wheeling & Lake Erie Railroad, and, it is announced, will extend it to Pittsburg.

Baltimore, Md.—The Northern Central Railway Co. will build a number of tracks for yard purposes upon its water-front property at Canton, in the suburbs. H. W. Kapp at Baltimore will probably have charge of the work.

Baltimore, Md.—The promoters of the electric railroad between Baltimore, Washington and Annapolis have elected James Christy, Jr., of Cleveland, president of the company; Otto Miller, treasurer, and Frank M. Wilcox, secretary. The estimated cost of the road is \$1,500,000, and a charter has been secured for its construction. Baltimore members of the company include William L. Marbury and Carroll T. Bond.

Bastrop, La.—The latest report relative to the extension of the St. Louis, Iron Mountain & Southern Railroad is to the effect that it will be constructed from Bastrop to Guerdon, Ark. Russell Harding at St. Louis is vice-president of the company.

Birmingham, Ala.—The extension of the Birmingham Belt Railroad decided upon, it is stated, will be four miles in length, terminating at what is known as Brock's Gap. Work has begun upon it.

Bon Air, Tenn.—Surveys have been completed for the proposed extension of the Nashville, Chattanooga & St. Louis Railroad to coal mines in the vicinity of Bon Air. The road, if built, will be between sixteen and twenty miles in length, but no decision has been reached as to its construction. J. W. Thomas, Jr., at Nashville is general manager of the company.

Bridgeport, Texas.—Business men of Denton and Bridgeport have conferred with President Rouse of the Missouri, Kansas & Texas system relative to the proposed extension from McKinney to Bridgeport, a distance of eighty miles.

Bryan, Texas.—Work has begun upon the extension of the Calvert, Waco & Brazos Valley Railroad from Bryan to Spring, a distance of seventy-eight miles. When completed it will be operated as a division of the International & Great Northern system. Leroy Trice at Palestine, Texas, is vice-president.

Cadiz, Ky.—W. C. White has been elected president, and D. L. Grinter, vice-president of the railroad company promoting the line between Cadiz and Hopkinsville, an estimated distance of ten miles. It is announced that the work of grading the route has begun.

Chattanooga, Tenn.—It is stated that the Tennessee Central Railroad Co. has under consideration a possible extension to Chattanooga. Jere Baxter, president of the company, recently visited the city, it is understood, in the interest of the extension.

Clarksville, Tenn.—The Nashville & Clarksville Railroad Co. has been incorporated in Tennessee by Jere Baxter, J. E. Rhodes and others. The company will construct the proposed branch of the Tennessee Central Railroad between Nashville and Clarksville, a distance of fifty miles.

Cumberland, Md.—The Penn State Construction Co. of Philadelphia, which has the contract for building the electric railroad between Cumberland, Lonaconing and Westport, it is announced, is receiving bids for the necessary equipment. Seventy-pound rails will be used and eight cars placed upon the line as soon as it is completed. Joseph MacCarroll of Philadelphia is president of the construction company. J. W. Burchinal of Moundsville, W. Va., is one of the directors of the railroad company.

Dahlonega, Ga.—A correspondent of the Manufacturers' Record writes that A. J. Warner is one of the prime movers in the electric railroad between Gainesville and Dahlonega, and that it is expected to organ-

ize a company to carry out the enterprise in the near future.

Danville, Va.—A report is current that the Danville & Western Railroad will probably be changed to a broad-gauge line during the present year between Danville and Martinsville. The distance is forty-three miles. J. A. White at Danville is superintendent.

Dixon, Ky.—The Kentucky Western Railroad Co. has decided to increase its capital stock from \$100,000 to \$200,000, it is understood, to defray the cost of the extension now under construction. The extension will be twenty-two miles in length. Irving H. Wheatcroft at Dixon is president of the company.

Douglas, Ga.—The business men of Douglas have been conferring with the Wadley & Mount Vernon Railroad Co. with the view of extending its line from Douglas to the Ocmulgee river. It is stated that business men of Douglas have offered to subscribe half of the necessary cost. The Garbutt Lumber Co., which controls a private railroad seven miles long on the route, will include its track in the proposed extension.

Edenton, N. C.—The extension of the Suffolk & Carolina Railroad between Ryland and Edenton, a distance of seventeen miles, is nearly completed. W. H. Bosley at Baltimore is president of the company.

Elkton, Md.—Work has begun upon the electric railroad between Elkton and Chesapeake City, which is being built by the Peninsular Traction Co. William J. Ford of Wilmington, Del., is reported as one of the principal parties interested.

El Paso, Texas.—M. W. Wambaugh, chief engineer of the Southwestern Railroad of Arizona, informs the Manufacturers' Record that the El Paso Terminal Railroad, recently referred to in these columns, will be a portion of the Southwestern Railroad, which is now under construction to El Paso from Douglas, Ariz. The distance between these towns is 220 miles, while a branch will be constructed between Bisbee and Benson seventy-three miles. It is now in operation between Benson and Douglas. The company's offices are at Bisbee, Ariz.

Ensley, Ala.—Surveys are in progress for the proposed electric railroad between Ensley and Brookwood, which will pass through Pratt City. George Harrison is one of the promoters.

Fincastle, Va.—It is reported that Philadelphia parties represented by G. C. Fine have become interested in the plan to build an electric line between Fincastle and Roanoke. James Godwin, cashier of the Bank of Fincastle, is one of the promoters of the enterprise.

Florence, Ala.—Mr. J. L. Bell, president of the company which proposes building a railroad between Florence and Clifton, Tenn., writes the Manufacturers' Record that it will be eighty miles in length, including several branches. The company is called the Alabama, Tennessee & Northwestern Railroad Co. Mr. Bell's address is 29 Broadway, New York.

Henderson, Ky.—A contract has been let by the Louisville & Nashville Railway Co. for elevated tracks in Henderson at a cost of about \$100,000. R. Montfort is chief engineer of the company.

Jarvisville, W. Va.—The proposed railroad from Jarvisville along Ten Mile creek, it is stated, will probably be built in the near future. O. S. McKinney of Fairmont is one of the promoters of the enterprise.

Jasper, Texas.—The Gulf, Beaumont & Kansas City Railroad has been completed to Jasper from Rogan, its present terminus.

Kansas City, Mo.—It is reported that the Bray Construction Co. of Belleville, Ill., has secured a contract to build the Kansas City & St. Joseph Electric Railroad, recently referred to. T. A. Gibson of Kansas City is president, and Charles E. Gibson, vice-president of the railroad company.

Louisville, Ky.—The Louisville, Anchorage & Pewee Valley Railway Co. has increased its capital stock, and it is understood will begin construction work in the near future. Percy Moore is one of the promoters.

Madison, N. C.—R. E. Lyon of Baltimore, it is reported, is preparing to construct about twenty miles of railroad between Madison and Danbury. It is understood that the Southern Railway Co. contemplates an extension between Leaksville, N. C., and Madison to connect with the new road.

Madisonville, Ky.—L. A. Washington of Louisville, Ky., has been conferring with the promoters of the railroad between Madisonville and Hamby. Mr. Washington, it is stated, represents the Illinois Central in the matter. The road, which will be fifteen miles in length, will be a feeder of the Illinois Central.

Milton, Ky.—M. J. Barker and others are interested in the construction of an electric road in Carroll and Owens counties. It is proposed to organize a company to carry out the enterprise. The road, if built, will extend between Milton and Owenton, a distance of thirty-five miles.

Morganton, N. C.—A correspondent of the Manufacturers' Record writes that the proposed railroad from Morganton into Burke county will be about twelve miles in length, to reach timber land. It is stated that the M. B. Wilkinson Lumber Co. at Asheville, N. C., is interested in the line.

Norfolk, Va.—The city authorities have granted a franchise to the Bay Shore Terminal Railway Co. to build its line on several city streets. H. L. Page is one of the directors.

Raleigh, N. C.—It is reported that the Great Eastern Railway Co. has made the necessary financial arrangements to build from Raleigh to Engelhard on tidewater, as originally intended. Work is now in progress upon a section between Fremont and Snow Hill. C. E. Coons at Fremont is general contractor.

Rush, Ark.—Mr. George H. Heafford, one of the promoters of the railroad to be built between Rush and a point on the White river in Arkansas, informs the Manufacturers' Record that surveys will probably be completed by July 15. Mr. Heafford may be addressed at 703 Fisher Building, Chicago.

Selma, Ala.—Surveys have been completed on the extension of the Birmingham, Selma & New Orleans Railroad for a distance of twenty miles beyond its present terminus, Martins Station. Grading is now in progress upon this section. F. M. Abbott at Selma is president of the company.

Talladega, Ala.—The Eastern Railroad Co. of Alabama has been formed to build between Talladega and Lineville, an estimated distance of twenty-five miles. W. H. Boynton and Cecil Browne of Talladega are interested.

Tallulah Falls, Ga.—The latest report concerning the Tallulah Falls Railroad is to the effect that work is to begin June 1. It will be forty miles in length, terminating at Franklin, N. C. S. C. Dunlap at Clarksville, Ga., is general manager.

Tampa, Fla.—The Western syndicate interested in the electric railroad between Tampa, St. Petersburg and several towns on the west coast, it is reported, is now securing estimates for construction work. J. P. Martin of Xenia, Ohio, is one of the promoters.

Tarboro, N. C.—About twelve miles of the East Carolina Railroad have been completed between Tarboro and Macesfield and a further extension is under way. It is to be built to Snow Hill, a distance of twenty-four miles. The general manager may be addressed at Tarboro.

Tuskegee, Ala.—The scheme to build a railroad from Chehaw to Tuskegee, it is reported, has been revived. Northern capitalists are stated to be interested.

Waco, Texas.—The Waco & Northwestern Railroad Co. has been chartered to build from Waco to Ennis, a distance of 100 miles. T. J. Anderson of Waco is interested in it.

Wadley, Ga.—The extension of the Stillmore Air Line between Swainsboro and Wadley, it is expected, will be completed by July 1. The railroad is now in operation between Collins and Swainsboro, a distance of thirty-five miles. The extension will be nineteen miles in length. George L. Brinson at Stillmore is president of the company.

Washington, D. C.—Surveyors are now at work upon the route of the proposed railroad between Washington and Gettysburg, Pa. The line is being promoted by a company of which George H. Harries of Washington is president.

Washington, N. C.—A company has been organized to build a railroad between Washington and Plymouth, a distance of thirty-five miles. E. A. Armstrong of Camden, N. J., has been elected president; W. H. Whaley of Norfolk, vice-president, and R. S. Cohen, also of Norfolk, secretary and treasurer.

Wheeling, W. Va.—The Northern Ohio Valley Traction Co. has begun work upon its line between Wheeling and Wellsburg, an estimated distance of sixteen miles.

### Street Railways.

Beaumont, Texas.—The latest report relative to the street railway is that a bond has been given by the promoters for \$25,000 to the corporation to insure the beginning of work on it in three months. M. A. Orlopp is one of the parties interested.

Charlotte, N. C.—The Charlotte Street Railway Co. is considering an extension of its system along certain streets, and has

asked for a franchise. A. Burwell is one of the company.

Chattanooga, Tenn.—The citizens of St. Elmo, a suburb of Chattanooga, are negotiating with the Chattanooga Rapid Transit Co. to extend its trolley system to St. Elmo. H. W. Divine is president of the railroad company.

Lynchburg, Va.—The Lynchburg Traction & Light Co., which represents the combination of street railways in the city, has asked the city council for a franchise to build several miles of extension. R. D. Apperson is president.

New Orleans, La.—T. W. Castleman, president of the Orleans & Jefferson Railway Co., states that the necessary capital has been secured to build this road if the company can secure an extension of its franchise from the city authorities. The road is to be built from New Orleans to Lake Ponchartrain.

Richmond, Va.—The Jenkins Rapid Transit Co. has been formed to build an electric line in the city, and asked for a franchise.

### Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Lifts.—Geo. R. Stearns, Augusta, Ga., wants addresses of manufacturers of air lifts for raising water by compressed air.

Bank Fixtures.—W. E. McClamrock, chairman, Jackson, Tenn., wants bids on set of bank fixtures.

Banking Fixtures.—Bank of Brunson, Brunson, S. C., will need furniture, fixtures, etc., for bank.

Barrels.—Higgins Oil & Fuel Co., C. L. Wallis, secretary, Beaumont, Texas, wants iron barrels, about sixty gallons capacity, for oil shipping.

Boiler and Engine.—See "Furniture Factory."

Boiler and Engine.—Couch Bros. & J. J. Egan Co., East Point, Ga., is in market for 40-horse-power engine and 60-horse-power boiler.

Boiler and Engine.—W. L. Myrick, reported during past week as in market for specified boiler and engine and other machinery, should be addressed Lawrenceville, Va., not Lawrenceburg, as was erroneously given.

Boiler and Engine.—C. C. Cox, Jonesboro, Tenn., will want a 50 or 60-horse-power engine and 55 to 65-horse-power boiler.

Boiler and Engine.—See "Furniture Factory."

Boilers.—O. B. Whitney, 39 and 41 Cortlandt street, New York city, wants 750 to 1000 horse-power water-tube boilers, second-hand; must pass inspection for 125 pounds steam or more.

Bridge.—John Awtrey, ordinary, Marietta, Ga., will open bids May 15 for construction of bridge, four spans, total length 110 feet; plans, etc., on file.

Bridge.—Bids will be opened May 15 for construction of steel-beam bridge, one span thirty-four feet, roadway twelve feet, etc. For information and specifications address Wm. Felle, road engineer, Buckingham C. H., Va.

Bridges.—W. W. Glass, county judge, Gonzales, Texas, will receive plans and bids until May 16 for construction of one double-track steel bridge over Guadalupe river and for ten small steel bridges in different parts of county. Usual rights reserved.

Building Materials.—Metropolitan Street Railway Co., Kansas City, Mo., will in the near future be in the market for all kinds of building materials.

Building Materials, etc.—R. J. M. Only, Calhoun, Tenn., will want prices on hardware, lime, shingles, bells, chandeliers, chairs for pulpit, stained glass, palates, fillers, oils, etc.

Building Supplies.—Smithfield (N. C.) Improvement Co. will want roofing, iron fronts, paint, etc.

Compressed-air Machinery.—See "Air Lifts."

Concentration Plant.—Standard Phosphate

Co., Box 203, Alexandria, Va., wants estimates and information from manufacturers or engineers who plan concentrating, evaporating and grinding plants of large capacity.

Conveying.—See "Iron-works Machinery."

Cornmeal Mill.—See "Flour Mill."

Cotton-rope Machinery.—S. Castleman, Belzoni, Miss., wants to purchase machinery for making cotton rope.

Crane.—See "Iron-works Machinery."

Drainage System.—Drainage commission of New Orleans, La., will open bids July 3 for construction of pumping station and for various excavations, etc., after plans and specifications. Plans, etc., can be seen at office of R. M. Walspey, president commission.

Dredging.—C. J. Allen, lieutenant-colonel, 2001 I street N. W., Washington, D. C., will open bids May 14 for dredging in Rappahannock river, Virginia. Send for information.

Drilling Equipment.—Box 327, Chattanooga, Tenn., asks prices and particulars on two drills (Rand) and air compressor, and on about five-horse-power double-acting hoist.

Dry-kiln.—See "Furniture Factory."

Dry-kiln.—Ault Bros. & Co., New Market, Tenn., may possibly want dry-kiln.

Electrical Machinery.—See "Mining Equipment."

Electric-light Plant.—W. I. Williams, chairman committee, Coulterville, Tenn., will open bids May 13 for erection of electric plant at Chattanooga for lighting jail, courthouse and bridge. Plans and specifications at office of Scott Raulston, magistrate in courthouse, Chattanooga.

Electric-light Plant.—Covington, Ga., John F. Henderson, mayor, is about to arrange for erecting electric-lighting plant; \$15,000 is available.

Electric-light Plant.—Parsons Electric Light & Power Co., Wm. G. Conley, secretary, Parsons, W. Va., is in need of electric-light plant; water will be used for power.

Elevator.—Hermann Schmidt, 500 East Broad street, Richmond, Va., wants to buy passenger elevator.

Elevator.—Valley Iron Works, Williamsport, Pa., is in market for belt-driven elevator of 2000 to 3000 pounds capacity, 4x6 car, more or less, complete, with safety devices.

Engine.—D. B. Greathouse, Lewisport, Ky., is in the market for a one-and-one-half or two-horse-power gasoline engine.

Engineering Equipment.—Merrill-Stevens Engineering Co., Jacksonville, Fla., wants catalogues from manufacturers and dealers in all kinds of machinery used in engineering, etc.

Exhaust System.—See "Furniture Factory."

Fencing.—H. B. F. McFarland, J. W. Ross and L. H. Beach, District commissioners, Washington, D. C., will open bids May 18 for completion of iron fencing. Specifications and blank forms may be obtained on application at office.

Fire Engine.—"Fire Department" of Baltimore, Md., will open bids May 8 for furnishing one La France type piston steam fire engine, size No. 1, capacity 1000 gallons per minute. For specifications apply to Pinkney W. Wilkinson, secretary.

Flour Mill.—L. B. Weisenburgh, Frankfort, Ky., wants to contract for 150-barrel flour mill and 100-bushel cornmeal mill.

Foundry Equipment.—Jupiter Steel & Coal Co., 511 Hamilton Building, Pittsburg, Pa., is in market for cast-iron flasks, foundry ladles, small pots, steel and foundry machinery.

Furniture (Church).—See "Building Materials, etc."

Furniture Factory.—Yorke Furniture Co., N. F. Yorke, Concord, N. C., will want furniture-factory equipment, including suction system for dust and shavings, shafting, pulleys, engine and boiler.

Furniture Factory.—Albemarle (N. C.) Furniture & Manufacturing Co. is in the market for furniture-factory equipment, about a \$10,000 plant, for medium-grade beds and bedroom suits; also wants shafting, pulleys, belting, dry-kiln and 70-horse-power boiler and 60-horse-power engine.

Galvanizing Outfit.—M. P. O. Box 363, Birmingham, Ala., is in market for a galvanizing outfit for small tanks running from two feet diameter to ten feet diameter and sixteen feet long.

Gearing.—See "Mill-gearing."

Harness Machinery.—Couch Bros. & J. J. Egan Co., East Point, Ga., is in market for collar-stuffing machinery, harness-making equipment, etc.

Hoist.—See "Drilling Equipment."

Iron or Steel Drum.—Ault Bros. & Co., New

Market, Tenn., want a drum 20 feet long, 24 to 30 inches diameter (something like a heavy smokestack or boiler without flues will answer); must be heavy as boiler iron or steel; second-hand.

Iron-works Machinery.—Valley Iron Works, Williamsport, Pa., is in market for hand-power traveling crane, capacity 15,000 to 20,000 pounds, span twenty-five feet.

Knitting Mill.—J. L. Bell, Aboskie, N. C., wants to obtain estimates on knitting mill.

Laundry.—Carlyle & Co., Louisville, N. C., want to buy steam laundry complete.

Machine Tools.—Peninsula Cycle Co., Belle Haven, Va., wants second-hand screw-cutting lathe and bicycle tools.

Machine Tools.—Fokes & Beusse, Montezuma, Ga., are in the market for a second-hand engine lathe, 20 or 22-inch swing, 10 or 12-foot bed.

Mill-gearing.—Wm. Phillips, Wallace, Va., wants addresses of makers of wooden cogs for mill-gearing.

Mining Equipment.—Wanted—A 100 to 150-kilowatt belt-generated and automatic engine, to operate same for additional electric power at mines, to operate haulage system; good second-hand outfit will answer. Address board of prison commissioners, W. M. Nixon, chairman, Nashville, Tenn.

Oil Mill.—Frost (Texas) Cotton Oil Co., W. B. Jones, manager, wants complete three-press cottonseed-oil mill.

Oil Mill.—W. H. McKenzie, 717 Prudential Building, Atlanta, Ga., wants bids on machinery for two-press cottonseed-oil mill.

Paint Factory.—R. J. M. Only, Calhoun, Tenn., will want price next fall on equipment for wet and dry mineral paint factory.

Piping.—G. N. Henson, Chattanooga, Tenn., wants 2500 to 5000 feet of second-hand black pipe in sizes one to four inches.

Railway Construction.—W. T. Forsythe, chief engineer Pittsburg, Johnstown, Ebensburg & Eastern Railroad, 713 Drexel Building, Philadelphia, Pa., will open bids May 25 for construction of eighteen miles of railroad in sections, to be completed December 1. Specifications can be seen on application.

Railway Equipment.—J. O. Evans, Mt. Carrie, Fla., wants to buy good second-hand Shay engine, twenty tons, flange wheels, with three trucks.

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for a six-driver mogul engine, second-hand, with either pony or full truck; total weight of locomotive not to exceed thirty tons—twenty-three to twenty-five tons on drivers, and separate tender.

Railway Equipment.—Jacksonville Brick Co., 315 West Forsyth street, Jacksonville, Fla., is in want of fifty to eighty tons of steel rails, 12 to 15-pound; second-hand 12-pound rail is preferred; quote prices delivered and date of earliest delivery.

Saw-mill.—H. M. Weldy, Merrill, Miss., is in the market for a 60-horse-power saw-mill outfit, planer, etc.

Telephone Equipment.—Spotsylvania Telephone Co., Spotsylvania, Va., will soon be in market for telephone equipment for extensions.

Water-power Plans.—J. C. Van Pelt, secretary Commercial Club, Louisville, Ky., invites descriptions of plans or inventions whereby the water-power of the Ohio river falls near Louisville can be utilized.

Water-works.—L. O. Tracy, Weston, W. Va., wants to correspond with manufacturers of well-drilling and water-works machinery.

Water Systems.—See "Air Lifts."

Well-drilling.—E. A. Blount, Nacogdoches, Texas, wants prices on oil-well outfit.

Well-drilling.—St. Landry Oil & Mineral Co., Opelousas, La., will receive proposals until May 20 for drilling oil well; bond required and usual rights reserved.

Well-drilling.—E. H. Koch, El Campo, Texas, will receive bids for boring wells, also on well-drilling machinery.

Well-drilling Equipment.—Beaumont-Bowie Consolidated Oil & Coal Co., Denton, Texas, wants rotary drill, 40-horse-power boiler, 30-horse-power engine and complete outfit that will drill 2000 feet.

Well-drilling Equipment.—Triumph Oil Co., J. S. Toomer, secretary, Lake Charles, La., wants apparatus for drilling wells 1000 feet and over.

Well-drilling Equipment.—See "Water-works."

Well-drilling Equipment.—Meridian Oil & Development Co., Meridian, Miss., wants to buy machinery for drilling wells. Address S. A. Neville.

Well-drilling Machinery.—Louisiana Oil &

Mining Co., Dan Blum, secretary, Crowley, La., wants prices and catalogues of well-drilling machinery.

Well-drilling Machinery.—New Iberia Oil & Mineral Co., Limited, W. L. Grant, secretary, New Iberia, La., wants catalogues of well-drilling machinery.

Well-drilling Outfit.—F. M. Young, Fairfax, S. C., wants to buy piping and material, and probably outfit for drilling artesian well.

Well-drilling Outfit.—Conroe-Beaumont Oil Co., care J. Wahrenberger, Conroe, Texas, wants to buy complete rotary rig for well-drilling.

Windmills.—J. W. Cooper, Mayesville, S. C., wants addresses of windmill makers.

Wiring System.—J. K. Taylor, supervising architect, Washington, D. C., will open proposals June 10 for conduit and wiring system in United States postoffice building at Beaumont, Texas. Specifications may be obtained at office of architect or of superintendent construction, Beaumont. (See adv. Manufacturers' Record May 9.)

Woodworking Machinery.—Ault Bros. & Co., New Market, Tenn., want pony planer and matcher.

Woodworking Machinery.—McLaurin & Sizer, Sumter, S. C., want second-hand planing machine (Glencove or Woods preferred).

Woodworking Machinery.—M. A. Hunt & Co., Chattanooga, Tenn., will be in the market for all kinds of woodworking machinery.

Woodworking Machinery.—W. H. White, Scotland Neck, N. C., is in the market for a planer (Woods or Glencove preferred) and resaw and edger, second-hand.

### TRADE NOTES.

Iron Ice-Machine Tank.—An iron ice-machine tank 22x28 feet, three feet deep, in six sections and good condition, ready to be riveted, is offered for sale by John Sheridan, Lexington, Va.

Pancoast Ventilators.—A number of 36-inch Pancoast Ventilators have been shipped to the American Bridge Co. at Trenton, N. J., by the Pancoast International Ventilator Co. of 223 South Fifth street, Philadelphia.

New York Sales Agent of Bethlehem Steel. It is announced that H. F. J. Porter, formerly manager of the Chicago office of the Bethlehem Steel Co., and more recently located at the works in South Bethlehem, Pa., has been appointed New York sales agent, with headquarters at 100 Broadway.

Drills for Peru.—The efficiency of the Jackson Hand Drill brings orders from all directions. H. D. Crippen, licensee and manufacturer, shipped twelve of the drills to a Peru mining company lately. Mr. Crippen solicits inquiries from miners, prospectors and other users of drills. Office, 52 Broadway, New York.

Sterling Systems.—The plant of the Hopkins & Allen Arms Co., just rebuilt, is equipped with blowers and dust collectors and piping for removing smoke, dust, shavings, and for ventilating. These equipments were installed after the system of the Sterling Blower & Pipe Manufacturing Co. of Hartford, New York and Boston.

Best Paint Pigment.—This title preceded the reference last week to the Portage County Graphite & Mineral Paint Manufacturing Co., manufacturer of Wisconsin graphite, paints, etc. This company's office is at Stevens' Point, Wisconsin (not Michigan, as was erroneously given). Those interested in paint protection are invited to send for particulars of the company's products.

Study by Mail.—In Chattanooga, Tenn., twenty leading merchants and business men have agreed to allow their employees who become students of the International Correspondence Schools, Scranton, Pa., five evenings a week without reduction of salary in order that they may devote this time to their studies. Employers generally recognize the importance of educating their men, and in a number of the largest industrial plants in this country arrangements have been made for the accommodation of employees who wish to study by mail.

Bordó Valve Co.—This manufacturer of blow-off valves and swing joints for steam, water and gas service has outgrown its present facilities at 113 North Twelfth street, Philadelphia. The company will remove to Coatesville, Pa., where a new plant has been equipped thoroughly up to date, with machinery and tools of most modern character, and strictly first-class work in brass casting and machine works will be attended



to. A large stock of the Bordo Plug Valves and swing joints are kept on hand for prompt shipment.

**New Process Noiseless Pinions.**—Great merit in an article of manufacture usually results in large and increasing demand for that article. Such a product is the New Process Noiseless Pinion made by the New Process Raw Hide Co. of Syracuse, N. Y. This company's spur, bevel and friction gears, raw-hide-bound malleets, gears for electric railways, etc., are sold everywhere, and the demand has lately caused the manufacturers to place additional machinery. This equipment included three bevel-gear planers, which plane the teeth accurately to cone lines, and an additional automatic spur-gear cutter. The company is therefore in the market to make metal gears in addition to its well-known New Process Noiseless Pinion.

**Painting Season.**—The season for painting and whitewashing is at hand, and those who have any quantity of this work to do are invited to investigate the merits of the Star Painting Machine, made by the Star Brass Works, 67 South Canal street, Chicago. This machine is a labor-saving device par excellence, whether the painting or whitewashing is to be done inside or outside and on whatever style or character of building. Experience is not necessary for this machine's operation. It is estimated that this machine and two men can do the work of twenty-five men done by old methods with the brush. The Star Company also deals in a cold-water fireproof paint, for which many large orders have been filed lately. Send for information regarding the machine and paints.

**Textile Education.**—An increasing interest in textile education is shown in the South as the result of the great advance in cotton manufacturing there. Technical and practical education in the production of textiles, such as yarns and cloths, is largely sought after nowadays by young men desirous of making the textile industry their chosen field. The New Bedford Textile School at New Bedford, Mass., has especially attracted Southern students, those who attended this year including representatives of Texas, Louisiana, North Carolina, South Carolina and Indiana. New Bedford being the center of the fine-yarn industry and a city where large quantities of fancy cotton goods are manufactured in great variety, the school has naturally attracted the discerning student.

**Conveying Equipment.**—Mining companies, manufacturers and other industrial operators who utilize conveying equipments in their work are naturally interested in improvements in such equipment. Design and construction and a consequent successful operation is demanded in a complete sense in conveyors. The Exeter Machine Works, Pittston, Pa., builds a conveying system that has met the requirements of some of the most exacting users. Its noiseless bucket conveyors, its belt conveyors, etc., are widely used, and as their merits become better known will be even more extensively bought by users. The company invites investigation regarding these conveyors. It also designs and constructs steel buildings, coaling stations, gas-houses, manufactories and other structures, and is ready to submit estimates at any time.

**Gardner & Robinson.**—This firm has been organized, with offices at 1522 Monadnock, Chicago, to deal in iron and steel products, and has secured sales agencies for leading manufacturers. The latter include Seaboard Steel Casting Co. of Chester, Pa., manufacturer of open-hearth steel castings up to 80,000 pounds in weight; Acme Steel and Malleable Iron Works of Buffalo, N. Y.; Wallace Machine & Foundry Co. of Lafayette, Ind., and New Brighton (Pa.) Steel Co., maker of high-grade crucible tool-steel bars, sheets and tool-steel forgings. The firm also handles "Motor Metal," a high-grade anti-friction metal. Messrs. B. M. Gardner and C. R. Robinson comprise the firm. Mr. Gardner was formerly with the sales department of the Chicago office of Singer, Nimick & Co., and Mr. Robinson was for nine years representative of the Iron Trade Review in Chicago.

**Ehret's Slag Roofing.**—This roofing is one of the most successful on the market. Its merits have recommended it to many leading contractors and others erecting or owning buildings. Buildings of all kinds find this slag roofing a perfect covering. Some of the costliest and most important buildings in all sections of the United States have used Ehret's Slag Roofing, which is thoroughly fireproof; not affected by the weather; impervious to steam, acids, gases or odors, and while guaranteed for ten years, it lasts twice as long. Another prod-

uct is the Actinolite Tile Roofing, for apartment-houses, hotels, office buildings and residences. This roofing is thoroughly fireproof, and the nature of its composition makes its life indefinite. The Warren-Ehret Company, 1210 Land Title Building, Philadelphia, manufactures the products mentioned. Its Southern trade has grown so rapidly lately that it has been found necessary to establish a branch office in Baltimore.

**Coal-Mining Machinery.**—The manufacture and construction of machinery and supplies for use in and about coal mines and coke plants is a class of design and building that is highly important. In coal mining and coke manufacturing it is necessary, as in most every industrial operation nowadays, that efficiency and economy shall be served to the utmost, in order that profitable business may be conducted. The Wagner-Palmros Manufacturing Co. of Fairmont, W. Va., has been formed to build the class of equipments mentioned, and acquires as the nucleus for its operations the plant of the Fairmont Machine Co., which for more than ten years had successfully conducted its business. The president and general manager of the new concern is John L. Wagner, educated in technical knowledge at Cornell University and afterwards connected with the Westinghouse Companies and the Jeffrey Manufacturing Co. The technical director and engineer is Alex. Palmros, formerly with the General Electric Co., and the Jeffrey Manufacturing Co.

**Johns Company's Asbestos Coverings.**—The H. W. Johns Manufacturing Co., 100 William street, New York, has secured many contracts for application of its asbestos coverings, among which are the following: United States steamship Illinois, insulation under protected deck; American Aristotype Co., Jamestown, N. Y., fire felt sectional covering and cement felting; Syracuse (N. Y.) Rapid Transit Co., fire felt sectional covering; covering of pipes at residence of C. F. Deterin, Milburn, N. Y., for Hitchings & Co., asbestos covering used; covering of heating pipes at Museum of Art, New York city, has been completed; asbestos covering throughout entire plant of Seville Manufacturing Co., Waterbury, N. Y.; for covering all high-pressure and heating lines in Atlantic Mutual Building, New York city, where asbestos-sponge molded covering was used; United & Globe Rubber Manufacturing Co., Trenton, N. J., asbestos covering; National Conduit Co., Hastings fire felt coverings; Lister Agricultural Chemical Co., Newark, N. J., fire felt coverings; Albany Iron Works, Troy, N. Y., fire felt coverings in new plant; asbestos-sponge molded covering in school No. 175, Fordham, N. Y.; fire felt sectional covering for Queens Borough Electric Light & Power Co., Far Rockaway, N. Y., as well as at the Fair Haven & Westville Railroad, New Haven, Conn., and Olympia Cotton Mills, Columbia, S. C. Asbestos coverings were also used in Willard's Hotel, Washington, D. C.

**Atkins at the Pan-American.**—E. C. Atkins & Co. of Indianapolis, saw and tool manufacturers, having decided that the Pan-American Exposition would offer the best opportunity for exploiting their product to the North and South American trade, have established a handsome exhibit. The space occupied is 13x33 feet, and the wall back of it is 50x54 feet, thus giving an excellent position for display. The wall is cased in oak and covered with red velvet, upon which are mounted hand and small circular saws of all kinds arranged in artistic designs. A revolving cylinder fifteen feet high and nine feet in diameter occupies the middle of floor space; on it are mounted many large solid and inserted-tooth circular saws ranging from eighty-eight inches in diameter down, the whole apparatus being turned slowly by electric motors. The space at one end of the exhibit is occupied by a large square pyramid, on which are mounted a complete line of hand, kitchen and butcher saws, corn, cane and beet knives and boning knives, etc., and another square pyramid shows a large number of planing-machine knives of all descriptions. The other end of the space contains a showcase in which are kept a full line of saw tools and a rack holding twelve cross-cut saws varying in length from four to nine feet. The balance of the space is used as an office, where will be found accommodations for friends and patrons. A feature of the exhibit is the railing, made of a 14-inch double-edge band saw mounted on oak posts. An arrangement of electric lights and a heavy carpet completes the installation, making an exceedingly rich and attractive display. Edw. S. Taylor designed this exhibit. Mr. Taylor had charge of the firm's affairs at the Paris Exposition, and will remain at Buffalo during the exposition.

## TRADE LITERATURE.

**"The Mechanic."**—The May number of "The Mechanic" has been issued. It is most interesting to the class of workers to whom it is devoted, especially to woodworkers. Send for copy, addressing H. B. Smith Machine Co., Smithville, N. J.

**Ready-Dressed Mill Cogs.**—Ready-dressed mill cogs save time. The N. P. Bowsher Company, South Bend, Ind., manufactures a line of these cogs from finest stock of selected rock maple, air-dried. Send for latest mail-card calling attention to these cogs.

**Coreroom Supplies.**—Foundrymen are asked to remember that the S. Obermayer Company of Cincinnati manufactures and supplies everything needed in the foundry. The company has just issued a card calling attention to its coreroom supplies. All goods are in stock ready for immediate shipment. Send for list.

**Silica-Graphite Paint.**—This paint is used to protect roofs and other portions of structures. Exposure to the rust-forming elements of the weather demands a perfect protection, and such is claimed to be the result of using Dixon's Silica-Graphite Paint. Ask the Joseph Dixon Crucible Co., Jersey City, N. J., for card telling how this paint acts.

**Movin' Ag'in.**—A "Movin' Ag'in" notice is being mailed to present and prospective customers by the Frank S. De Ronde Company, New York. This notice tells those interested that after May 1 the company's well-known Lythite (cold-water paint), National Wall Coating, De Ronde's Tinted Enamel and other goods can be seen at 46 Cliff street, above Fulton.

**Improved "Wood" Arc Lamps.**—Many years' experience in the manufacture of arc lamps suggests many improvements to the manufacturer. Such has been the case with the Fort Wayne Electric Works, Fort Wayne, Ind. The company's improved lamps include the "Wood" direct-acting shunt-feed series arc lamps. A special booklet on these lamps has been issued. If you are interested, send for one.

**Expanded Metal.**—The "Doings of Expanded Metal" for April has been issued by the Associated Expanded Metal Companies. This publication contains much interesting material about the expanded metal made by the companies mentioned. It contains illustrations of important construction work in all parts of the world wherein expanded metal was used. Bridges, tanks, reservoirs and other structures appear among those given. Address New York Expanded Metal Co., New York city, for literature.

**Drying, Heating and Calcining.**—These three operations are important functions in many establishments, manufacturing and otherwise. The Crown Dryer is designed and built on the principle of direct radiation, the air being heated directly from the fire without the interposition of steam. The Crown Dryer Co., New England Building, Cleveland, Ohio, has issued a booklet in reference to its system and equipment. Drying, heating and calcining machinery constitutes the Crown product. If interested, send for literature.

**Cotton-Mill Construction.**—The textile industry continues its progress in the South, and new mills are announced each week. Promoters of new mills who are alert to the possibilities of error in mill construction and equipment will be interested to know that Chas. A. M. Praray, the well-known mill architect of Providence, R. I., can give them valuable information regarding mill construction. Mr. Praray has on hand a few books regarding cotton spinning, mill construction and mill equipment, which he will be pleased to send to promoters.

**Instantaneous Hot Water.**—Hot Water is a necessity, an essential to cleanliness, health and comfort. Yet it is only within comparatively recent years that hot water has been available as a household convenience as it is today. The latest phase of heating water is the apparatus for instantaneous heating. One of the most successful of these is the Ruud Automatic Water Heater, manufactured by the Ruud Manufacturing Co., 367 Wood street, Pittsburgh, Pa. An illustrated booklet of complete description is ready for those who apply to the company.

**Chas. H. Besly & Co.**—This firm, of 10 North Canal street, Chicago, reports their general business very good. At this season of the year they are making large shipments of their celebrated Helmet Oil, Bonanza

Cups and their new Badger Oil Cups, in which Helmet Oil is used. At their factory at Beloit, Wis., they are busy in the tap department, and running twenty-two hours in the oil-cup department. Messrs. Besly & Co. have just made shipment of an entire carload of Gardner Disc Grinders on orders for delivery in New York, Pennsylvania and New England. Their new 300-page illustrated catalogue is mailed free to any address upon application.

**Counting Machines.**—Devices of this character have long since passed the experimental stage. This is evidenced by the many thousands now used in printing works, flour mills and other plants wherein it is desired to count the product or other articles automatically. Probably no counting machines have attained a greater measure of success than those made by W. N. Durant, 237 Twenty-second street, Milwaukee, Wis. This manufacturer presents for buyers' examination a complete line of counting machines. His latest literature in relation to his product is a private mailing card of four folds, wherein is shown several of his leading devices. Send for particulars.

**Guy Anchors.**—There has been issued a little book that enlightens on the subject of anchors. Guy anchors is the class meant, and these useful devices for the contractor and other operators in the industrial world are of great value. In anchoring telephone poles, smokestacks, derricks, houses, bridges and other structures contractors will find the Stombaugh Guy Anchor efficient and money-saving. The book is entitled "Let Us Cast Your Anchor," and it tells of the Stombaugh anchors, what they are; shows how strong and good they are made; impresses upon the reader their simplicity and value. For booklet address W. N. Matthews & Bro., exclusive sales agents, 600 Carleton Building, St. Louis.

**For Flour Mills.**—Improved machinery and devices for the betterment of the output of flour mills have been among the important inventions. The gyratory sifter and bolter is one of these inventions, and it was introduced some years ago, since which time it has become quite extensively used. The Shaler Gyratory Sifter and Bolter is a most improved form of the sifter, its construction being the result of years of experiment and careful study. It is a self-contained machine with new and practical features. For full particulars of it address the Shaler Manufacturing Co., Newark, Ohio, for pamphlet devoted to the Shaler Sifter. The company manufactures flour-mill machinery in its general machine works.

**For Electrical Men.**—Stanley Electric Manufacturing Co., Pittsfield, Mass., calls attention to Bulletin No. 117, descriptive of the S. K. C. Indicating Wattmeter and S. K. C. Phase Indicator. These instruments depend upon the dynamometer principle and are of the spherical-coil type. No allowances have to be made in the reading of the wattmeter, as it is not affected by a leading or a lagging load of any power factor. It indicates power directly, or, in other words, tells what the engine is doing. The S. K. C. Phase Indicator facilitates the counteracting of leading or lagging load disturbances on a line by indicating the proper variation of the excitation of the synchronous motors connected thereto. At a glance it tells the condition of phase relation of current and E. M. F. Where motors and lights are supplied by the same machine this instrument is of great value. By its indications the regulation of the whole system may be materially increased.

**Pumping Machinery.**—Present and prospective buyers of pumping machinery are naturally interested in the most approved types of such equipment built. Efficiency, durability and simplicity may be mentioned broadly as the most looked-for requisites in such mechanical apparatus. No machinery builders have been more successful in this direction than the Stilwell-Bierce & Smith-Valle Co., Dayton, Ohio. This company's general catalogue No. 22 is devoted especially to its pumping machinery, illustrating only those general types that experience indicates are in general demand. Any designs, style and combination practical can be built to order for those desiring such service. Experienced engineers, complete modern plant, skilled workmen and thoroughly competent management enable this Dayton establishment to satisfy the most exacting. Other products of the company are air compressors, condensing apparatus, boiler-feed pumps, power pumps, Victor Turbine Water Wheel, Stilwell Heater and Purifier for exhaust and live steam, filter presses and oil-mill machinery. Special catalogues on any line now ready.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Elected President.

Mr. J. W. Hook has been elected president of the Old Town Bank of Baltimore, succeeding the late E. G. Hipsley. Mr. Hook has been connected with the bank for the last eighteen years as stockholder, director and vice-president, and is one of the prominent merchants of the city.

## New Corporations.

The Citizens' Banking & Trust Co. of Tampa, Fla., has opened a branch at Fort Myers, with J. E. Foxworthy as cashier.

S. D. McGee is president, and A. W. Wilson, cashier, of the First National Bank, which has begun business at Dodd City, Texas.

J. C. Yates has been elected president, and R. C. Smith, cashier, of the Rolling Fork Bank, recently organized at Bradfordsville, Ky.

The McKinney Investment Co. has been organized at McKinney, Texas, and capitalized at \$40,000. J. T. Crouch is one of the directors.

The Bank of De Soto, recently organized at Mansfield, La., is capitalized at \$20,000. C. E. Jenkins is president, and C. R. Brown, cashier.

Within the last seven months four additional banks have been opened at Wheeling, W. Va., the latest being the Quarter Dollar Savings Bank.

G. W. Cone of Brunson is interested in the Bank of Brunson, recently commissioned to do business at the town of this name in South Carolina.

A dispatch from High Point, N. C., is to the effect that business men of High Point have become interested in a bank to be located at Mocksville, N. C.

One of the new banks at Beaumont, Texas, is to be called the City National Bank, and will have \$100,000 capital stock. Among those interested in it are W. B. Dunlap and O. B. Graves.

The Lloyd Company, recently chartered at Norfolk, Va., will conduct a general building and loan business, with William A. Gilham, president; Charles J. Hendrix, vice-president, and Arthur J. Doss, secretary and treasurer.

The Eastern Shore Trust Co. of Cambridge, Md., has organized by electing George W. Welford, president; B. W. Goldsborough, vice-president, and John G. Mills, secretary. The company is capitalized at \$50,000.

The stockholders of the Farmers' Banking & Trust Co., recently organized at Rockville, Md., have elected William V. Bouie, president; Edward C. Peter and Edward Wootton, vice-presidents; Philip D. Laird, secretary, and William W. Welsh, treasurer.

Authority has been given to open the Lufkin National Bank of Lufkin, Texas, with \$25,000 capital stock, and the Citizens' National Bank of Dublin, Texas, with \$50,000 capital stock. E. A. Frost is a director in the Lufkin Bank, and E. F. Brown is interested in the Citizens' Bank.

## New Securities.

The city of Waco, Texas, will vote in the near future on the question of issuing \$60,000 in improvement bonds.

The town of Independence, Mo., may decide to issue \$30,000 in 4 per cent. bonds for improvements. Address the mayor.

The town of Macon, Mo., will vote May 21 on the question of issuing \$40,000 in bonds for improvements. Address the mayor.

An ordinance has been introduced into the city council of Danville, Va., to authorize the issue of \$160,000 in 4 per cent. refunding bonds.

The town of Concord, N. C., will hold an election to decide the question of issuing \$150,000 in 5 per cent. bonds. The mayor may be addressed.

Messrs. Rudolph Kleybolte & Co. of Cincinnati have purchased the issue of \$55,000 in 5 per cent. bonds of Rocky Mount, N. C., paying 102.

The city of Portsmouth, Va., will probably place on the market \$11,500 in 4 per cent. refunding bonds in the near future. The mayor may be addressed.

A bill is pending in the Florida legislature authorizing the city of Pensacola to sell bonds for various purposes. The mayor will give further particulars.

Webb county, Texas, has voted in favor of issuing \$25,000 in 4 per cent. bonds for improvements. The commissioners' court may be addressed at Laredo, Texas.

Messrs. Fulton & Co. of Chicago have purchased the issue of \$75,000 in bonds of Christian county, Kentucky, at a premium. The bonds bear 5 per cent. interest.

The Columbia Real Estate & Trust Co. of Columbia, S. C., has decided to increase its capital stock from \$50,000 to \$250,000. E. W. Robertson is one of the directors.

It is stated that the \$30,000 in bonds voted on by Gonzales county, Texas, will bear 4 per cent. interest. The commissioners' court may be addressed at the town of Gonzales.

Monroe county, Florida, may issue bonds to the extent of \$500,000 if authority is secured from the legislature. The board of commissioners may be addressed at Key West, Fla.

It is probable that the issue of \$10,000 in bonds decided upon by Tullahoma, Tenn., will be placed on the market in the near future. The town clerk will give further information.

The issue of \$50,000 in 4½ per cent. improvement bonds of Spartanburg, S. C., has not been sold, and will probably be again offered for sale in the near future. The mayor may be addressed.

The city council of Houston, Texas, has under consideration an issue of \$300,000 in bonds for street improvements and \$100,000 in bonds for an electric-light plant. The mayor may be addressed.

The county court of Shelby county, Tennessee, will probably issue \$60,000 in bonds to refund certain indebtedness. The bonds will bear 4 per cent. interest. The court may be addressed at Memphis.

New Hanover county, North Carolina, will hold an election May 31 to decide the question of issuing \$50,000 in bonds for road improvements. D. McEachern, chairman of the county commissioners, may be addressed at Wilmington.

## Financial Notes.

A recent report issued by the Third National Bank of Baltimore shows that its deposits amount to \$1,950,000 and its undivided profits to \$101,000, or more than 25 per cent. of its total capital stock. Its resources aggregate \$2,701,000.

A New York dispatch announces that the National Park Bank of New York has secured a controlling interest in the Union National Bank of New Orleans, and will manage it in future. The Union National is considered one of the strongest banks in the South, having a capital of \$200,000. President Stuyvesant Fish of the Illinois Central Railroad is vice-president of the New York institution.

## SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 7.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	98	98½
Aiken Mfg. Co. (S. C.)	92	94½
American Spinning Co. (S. C.)	102	102½
Anderson Cotton Mills (S. C.)	128½	129½
Arcade Cotton Mills (S. C.)	100	100½
Arkwright Mills (S. C.)	120	120½
Augusta Factory (Ga.)	80	83½
Avondale Mills (Ala.)	85	85½
Belton Mills (S. C.)	100	103½
Bennettsville Mfg. Co. (S. C.)	101½	101½
Cabarrus Cotton Mills (N. C.)	145	152
Cannon Mfg. Co. (N. C.)	180	200
Clifton Cotton Mills (S. C.)	175	185
Courtenay Mfg. Co. (S. C.)	116	119
Dallas Mfg. Co. (Ala.)	102	102
Darlington Mfg. Co. (S. C.)	96½	100
Eagle & Phoenix Mills (Ga.)	100	100
Enoree Mfg. Co. (S. C.)	114	117
Enterprise Mfg. Co. (Ga.)	100	103
F. W. Poe Mfg. Co. (S. C.)	114½	118½
Gaffney Mfg. Co. (S. C.)	102	102½
Granby Mills (S. C.) 1st Pfd.	102	105
Granville Mfg. Co. (S. C.)	163	167
Greenwood Cotton Mills (S. C.)	98	102½
Grendel Mills (S. C.)	100	103
Henderson Cotton Mills (N. C.)	120	125
Henrietta Mills (N. C.)	200	210
John P. King Mfg. Co. (Ga.)	100	102½
Langley Mfg. Co. (S. C.)	110	115
Laurens Cotton Mills (S. C.)	140	145
Lockhart Mills (S. C.)	100	105
Louise Mills (N. C.)	100	103½
Lynchburg Cotton Mills (Va.)	125	130
Lynchburg Cotton Mills (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	110	120
Mayo Mills (N. C.)	130	130
McColl Mfg. Co. (S. C.)	118	122
Newberry Cotton Mills (S. C.)	115	122
Odell Mfg. Co. (N. C.)	108	110½
Orr Cotton Mills (S. C.)	100	103½
Pacolet Mfg. Co. (S. C.)	205	205
Pelzer Mfg. Co. (S. C.)	183	183
Piedmont Mfg. Co. (S. C.)	180	180
Raleigh Cotton Mills (N. C.)	115	115
Richland Cotton Mills (S. C.)	103	110
Richland Cotton Mills (S. C.) Pfd.	104	104
Roanoke Mills (N. C.)	100	103
Sibley Mfg. Co. (Ga.)	80	85
Southern Cotton Mills (N. C.)	97	101
Spartan Mills (S. C.)	130	140
Trion Mfg. Co. (Ga.)	125	135
Tucapau Mills (S. C.)	130	130
Union Cotton Mills (S. C.)	135	135
Union Cotton Mills (S. C.) Pfd.	100	102
Victor Mfg. Co. (S. C.)	100	105½
Warren Mfg. Co. (S. C.)	89	89
Warren Mfg. Co. (S. C.) Pfd.	105	105
Whitney Mfg. Co. (S. C.)	120	120
Wilmington Cot. Mills (N. C.) Pfd.	100	105
Wiscasset Mills (N. C.)	117	117

At a recent meeting of directors of the Tennessee Coal, Iron & Railroad Co. a plan of reorganization was announced, which includes the issue of \$15,000,000 in bonds, of which \$10,000,000 will be used for refunding purposes, \$3,000,000 placed on the market and \$2,000,000 held in the treasury. It is announced that the present management proposes to develop the property to its utmost extent.

## Ready for Buffalo's Show—Pennsylvania Railroad Prepares for Heavy Traffic.

It would hardly occur to a resident of this locality that the severity of the winter prohibits the work of the railroad section gang in a region so near as Western New York. But such is the fact. From Thanksgiving Day to April Fool's Day, or thereabouts, the pick and shovel of the section laborer is securely locked in the toolhouse, and the track repairer finds other work.

The snow and frost have yielded now to the gentle warmth of the sun, and the gang is out again preparing the roadbed for the great traffic of the summer.

On the western end of the Pennsylvania Railroad's new route to Buffalo new and heavier rails are being laid, and additional ballast is being placed. The entire line is dotted with workmen substituting new crossties, placing the new rails and chinking in the ballast that makes the roadway solid.

The bridges are likewise receiving a share of attention, and the physical condition of the line is undergoing a general overhauling. The operating officials anticipate a heavy increase in traffic during the Pan-American Exposition, and they are placing the line in the best form to accommodate the heavier and multiplied number of fast trains.

At the Buffalo Terminal, Exchange street, additional trackage has been laid and a number of repairs and improvements have been made for the better handling of the increased through and local traffic.

It is said that the trains specially destined to the exposition will be run through to the station on the exposition grounds and started from that point on the return trip, but even if this is not done, the trains of the Belt Line run at frequent intervals and connect the expo-

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sition grounds with every quarter of the city and the principal railroad stations. The Pennsylvania Railroad officials report already a gratifying increase in traffic since the inauguration of the new line between Philadelphia, Baltimore, Washington and Buffalo.—Philadelphia Press, April 19, 1901.

## Pennsylvania Railroad Summer Excursion Tickets to Buffalo, Niagara Falls and Other Summer Resorts.

On April 30, 1901, the Pennsylvania Railroad Co. will place on sale summer excursion tickets to Buffalo on account of the Pan-American Exposition, and to Niagara Falls.

On May 1, 1901, the regular summer excursion tickets to all the principal summer resorts east of Pittsburgh and Buffalo will be placed on sale at ticket offices of the Pennsylvania Railroad Co.

These tickets will bear the usual summer excursion limit of October 31, 1901, except that the Niagara Falls tickets will be good to return until November 30, 1901.

The Pennsylvania Railroad Summer Excursion Route Book for 1901 will be issued, as heretofore, on June 1.